

AFWAL-TM-85-257

A-7D HAVE BOUNCE

Volume 2: Test Data

**David Banaszak
John Riechers
Dansen Brown
Earl Rogers**



**Analytical Structural Mechanics Branch (AFRL/VASM)
Structures Division
Air Vehicles Directorate
Air Force Research Laboratory, Air Force Materiel Command
Wright-Patterson Air Force Base, OH 45433-7542**

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AIR FORCE RESEARCH LABORATORY
AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OH 45433-7542**

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This technical report has been reviewed and is approved for publication.



DAVID BANASZAK
Project Engineer
Analytical Structural Mechanics Branch
Structures Division



GERALD PLZAK
Technical Manager
Analytical Structural Mechanics Branch
Structures Division



JEROME PEARSON
Chief
Analytical Structural Mechanics Branch
Structures Division

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14. ABSTRACT The Structures Division has supported the HAVE BOUNCE program in the areas of modeling, instrumentation, and data reduction since its inception in the mid-1970s. This report documents the data gathered during the tests of the A-7D attack aircraft over rough runways at Whiteman Air Force Base, MO between December 5 and December 20, 1984. This data consists of time-history plots of the wing, center of gravity, and pilot's seat accelerations along with loads, pressures, and displacements on the landing gear, brake pressure, and aircraft velocity. A complete description of the test program is contained in the companion report AFWAL-TM-85-256. The aircraft was provided and supported by the 132 nd Tactical Fighter Wing, Iowa Air National Guard. Two aircraft configurations were tested during this project: 24,500 and 42,000 pounds gross weight. These aircraft were tested over single and multiple bumps of 3-inch height and 78-foot length. The purpose behind this test program was to provide data on the aircraft's response to runway roughness, which could be used to validate computational models.								
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FOREWORD

This project was accomplished through the combined efforts of the Structural Dynamics and Structural Integrity Branches of the Structures Division, Flight Dynamics Laboratory, Air Force Wright Aeronautical Laboratories, Wright-Patterson Air Force Base, Ohio. The work was performed under Project 20545001, Support of HAVE BOUNCE.

The HAVE BOUNCE Program Manager was Mr. Earl Ashworth of ASD/TAAM, Program Engineer, Mr. Jim Holpp of ASD/TAEF and Test Manager, Lt. Michael Richards of ASD/TAAT. AFFTC was the Responsible Test Organization and provided AFWAL with the telemetry transmitter, receiver and antenna used for the test.

The authors wish to extend their appreciation to Mr. Lowell Vaughn and Mr. Mike Hart, who were responsible for the acquisition and the reduction of the measured data, and to Mike Banford for supplying drawings for the instrumentation. We would also like to acknowledge the efforts of Mr. Fred Hussong and all other persons from AFWAL/FIBT involved in instrumentation and calibration of the main and nose landing gear for this project. Special thanks go to the Air National Guard personnel whose efforts and cooperation were essential in all phases of the testing. In particular we thank Col. James M. Fredregill, Maintenance Chief, TSgt. Paul Carder, Crew Chief, and the other members of the Des Moines ANG.

This work was performed by Mr. David Banaszak, Mr. Earl Rogers, Mr. Dansen Brown, Mr. Vincent Johnson, Mr. Larry Dukate and Mr. Mike Hart of AFWAL/FIBG, and Mr. John Riechers of AFWAL/FIBE during the period of October, 1984 to March, 1985. The manuscript was released by the authors in May, 1988 for publication as an AFWAL Technical Memorandum.

David Banaszak

DAVID BANASZAK,
Aerospace Engineer,
Instrumentation & Acquisition Group

John T. Riechers

JOHN T. RIECHERS,
Aerospace Engineer,
Loads & Criteria Group

This Technical Memorandum has been reviewed and approved.

Jerome Pearson

JEROME PEARSON, Chief
Structural Dynamics Branch
Structures Division

Donald B. Paul

DONALD B. PAUL, Actg. Chief
Structural Integrity Branch
Structures Division

LIST OF SYMBOLS AND ABBREVIATIONS

<u>SYMBOL/ABBREVIATION</u>	<u>MEANING</u>
AFB	Air Force Base
AFFTC	Air Force Flight Test Center
AFWAL	Air Force Wright Aeronautical Laboratories
ANG	Air National Guard
ASD	Aeronautical Systems Division
c.g.	Center of Gravity
D/A	Digital to Analog
FM	Frequency Modulation
g	Acceleration of 9.80 meters/second square
HAVE BOUNCE	Project under Rapid Runway Repair Program
In	Inches
Kt	Knots
lb	Pounds
LTV	Ling Tempco Vought, Corporation
LW	Light Weight
MAC	Mean Aerodynamic Cord
MLG	Main Landing Gear
NLG	Nose Landing Gear
PSIA	Pounds Per Square Inch Absolute
PSIG	Pounds Per Square Inch Gauge
RPM	Revolution Per Minute
SG	Strain Gage
WPAFB	Wright-Patterson Air Force Base
132 TFW	132nd Tactical Fighter Wing

I INTRODUCTION

Early military aircraft were designed for operations off rough and unprepared surfaces. During the Second World War the use of paved and semi-prepared airfields allowed designs to use smaller and lighter landing gear components, improving aircraft performance and ordnance delivery capabilities. This dependence upon prepared surfaces increased the maintenance time necessary on forward airfields. After the war, the Air Force adopted the philosophy of operating aircraft primarily from paved runways. The Korean and Vietnam conflicts demonstrated the vulnerability of this resource. Several methods of repairing damaged runways were developed, but all demonstrated the inverse proportionality of smoothness to repair time. The need to rapidly resume aircraft operations after being attacked necessitates the acceptance of runway roughness.

The HAVE BOUNCE program was initiated to quantify the capabilities of U.S. aircraft to operate over rapidly repaired runway surfaces. All primary front line aircraft have been tested under this program and computer models of their response to runway roughness have been completed. This report of the A-7D aircraft's test data is to provide information useful for verifying computer models developed by the Vought Corporation and the Structures Division of the Flight Dynamics Laboratory.

The A-7D test aircraft is a single-engine, single-place, attack aircraft operated by the Navy and Air National Guard and manufactured by Vought Corporation, Dallas, Texas. Aircraft tail number 75-0397 was instrumented to measure main and nose landing

gear displacements, loads, and strut pressures and aircraft velocities and accelerations during the HAVE BOUNCE tests. The 132nd Tactical Fighter Wing (132nd/TFW), Iowa Air National Guard (ANG) supplied, maintained and piloted the aircraft. The 132nd/TFW also helped instrument the aircraft at the Des Moines ANG Base, Iowa. To prevent damage to the instrumentation, the instrumented A-7D was flown with its landing gear down, at a maximum speed of 250 knots, from Des Moines to Whiteman AFB, MO for the ground tests.

The aircraft was taxied over three repair configurations during light and heavyweight operations. The configurations were a single bump, a double bump and a spall. The test data were recorded on magnetic tape and oscillograph paper. A complete description of all test events of this program is found in Reference 1, a companion to this report. This report is intended for data presentation only.

This report documents the data reduced and generated for the A-7D HAVE BOUNCE tests conducted at Whiteman AFB, MO during December 1984. Section II describes the data. The Appendix presents time histories for the data from all test runs.

II DESCRIPTION OF DATA

The A-7D used for this test program was instrumented for 25 data parameters. These parameters include accelerations, displacements, pressures, velocities, and loads. A description and location for each is in Table I. The calibrations used to convert digital counts to engineering units for each transducer are presented in Table II. The equations used to calculate the more familiar aircraft loads from the measured quantities are in Table III. These calculations are based on the particular geometry of the A7's landing gear. These eight calculated or derived quantities and the 25 measured quantities are presented as time-history plots for each test run.

The two aircraft loadings tested during this program are defined in Table IV. Table V lists all test conditions and the values of the main variable aircraft parameters. Each test run plot set contains six pages of time-history plots covering all 33 measured and derived values in engineering units, as shown in Table VI.

The time-history plot sets are ordered to correspond with the test run order. These time-history plots are presented in the Appendix. Table VII is an index to the Appendix.

The data are fully evaluated in Section V of Reference 1. The primary conclusion in Reference 1 concerning this data is that the data generated are consistent, with accuracy sufficient for the intended purpose of validating computer simulation techniques. It is also noted that filters could be used to produce cleaner signals on the accelerometer transducers.

TABLE I TRANSDUCER ID'S AND DESCRIPTIONS

<u>ID</u>	<u>DESCRIPTION</u>
(accelerometers - Gs)	
A 1	Normal acceleration at airplane CG
A 2	Normal acceleration at pilot's seat
A 3	Normal acceleration at wing tip
A 4	Normal acceleration at wing fold
A 5	Normal acceleration at mid outer panel
A 6	Normal acceleration at center pylon
(displacement transducers - inches)	
DP 1	Nose gear shock strut stroke
DP 2	Left main gear shock strut stroke
DP 3	Right main gear shock strut stroke
(pressure transducers - psig)	
P 1	Nose gear shock strut upper pressure
P 2	Nose gear shock strut lower pressure
P 3	Left main gear shock strut upper pressure
P 4	Left main gear shock strut lower pressure
P 5	Left main gear brake pressure
P 6	Right main gear shock strut upper pressure
P 7	Right main gear shock strut lower pressure
P 8	Right main gear brake pressure
(wheel rpm counters - output converted to knots)	
RPM 1	Main gear wheel RPM (left)
RPM 2	Main gear wheel RPM (right)
(strain gauges - lbs)	
SG 1	Nose gear knee link load
SG 2	Nose gear drag strut load
SG 3	Left main gear shock strut load
SG 4	Left main gear drag strut load
SG 5	Right main gear shock strut load
SG 6	Right main gear drag strut load

TABLE II CALIBRATION TABLE

ID	UNITS	CALIBRATION EQUATIONS				COUNT FOR ZERO	ADDITIONAL	
		K	*	C	+	B	LOAD = -B/K	COMMENTS
P1	PSIG	1.2231C	+	2.4229			-1.980921	
P2	PSIG	1.2213C	-	55.4263			45.3842	
P3	PSIG	1.2208C	-	54.8085			44.8954	
P4	PSIG	1.2217C	-	65.787			53.8489	
P5	PSIG	1.2200C	-	58.8767			48.2613	
P6	PSIG	1.2190C	-	62.8598			51.5674	
P7	PSIG	1.2221C	-	51.2398			41.9267	
P8	PSIG	1.2199C	-	65.9057			54.0237	
A1	g	4.9297E-03C	-	10.33892			2097.24	2300.09(1g)*
A2	g	5.3662E-03C	-	11.0843			2065.41	2251.65(1g)*
A3	g	4.3752E-03C	-	8.74601			1998.97	2227.53(1g)*
A4	g	5.3795E-03C	-	10.6236			1974.84	2160.73(1g)*
A5	g	5.1732E-03C	-	10.4321			2016.57	2209.88(1g)*
A6	g	4.5935E-03C	-	9.1363			1988.96	2206.66(1g)*
SG1	lb	34.5741C	-	70531			2040	TENSION
SG2	lb	35.2732C	-	72310			2050	TENSION/ COMPRESSION
SG3	lb	59.0751C	-	125587			1960	COMPRESSION
SG4	lb	30.9121C					1050/2030**	TENSION
		25.6681C	-	52182				COMPRESSION
SG5	lb	50.4072C	-	111052			1963	COMPRESSION
SG6	lb	29.5039C					1549/2055**	TENSION
		25.1509C	-	51685				COMPRESSION
RP1	Kt	0.1584C	-	325.565			2055.83	
RP2	Kt	0.1580C	-	324.077			2051.73	
DP1	In	-5.1592E-03C	+	13.5842			2633.01	
DP2	In	2.4954E-03C	-	1.6347			655.07	
DP3	In	2.4410E-03C	-	1.2596			516.00	

NOTES: *Recommend compute lg counts at start of each run.

**Zero change occurred at TM record 31 on 12/17/84

Run number 29 LW over mats at 94 knots.

Calibrations are derived from least squares best fit straight line.

K(engineering units/count)

B(engineering units)

C = Counts

TABLE III EQUATIONS FOR DERIVED QUANTITIES

1. NLG shock strut load from knee link load: $-F_{SK}^*(SG\ 1)$
2. NLG shock strut load from lower pressure: $-17.646*(P\ 2)$
3. NLG vertical tire load from knee link load: $F_{AK}^*(SG\ 1)$
4. Left MLG shock strut load from lower pressure: $-11.027*(P\ 4)$
5. Left MLG vertical wheel load from shock strut load: $-F_{MN}(DP\ 2)*(SG\ 3)$
6. Right MLG shock strut load from lower pressure: $-11.027*(P\ 7)$
7. Right MLG vertical wheel load from shock strut load: $-F_{MN}(DP\ 3)*(SG\ 5)$
8. Average MLG vertical wheel load from left & right above: $((5) + (7))/2$

where for nose landing gear:

S = output from DP 1

$$T_1 = (16.21 - S)^2$$

$$T_2 = \text{sqrt}(18.49 + T_1)$$

$$\theta_1 = \cos^{-1}((T_1 - 31.5911)/(14.30*T_2))$$

$$\theta_2 = \cos^{-1}((T_1 + 68.5711)/(20.12*T_2))$$

$$\theta_3 = \theta_1 + \cos^{-1}(4.3/T_2)$$

$$\theta_4 = \theta_2 + \sin^{-1}(4.3/T_2)$$

$$\theta_5 = \theta_1 + \theta_2$$

$$F_{AK} = 10.06*\sin\theta_5/(14.5*\sin\theta_4)$$

and $F_{SK} = F_{AK} + \sin\theta_3$

and for main landing gear:

S = output from (I)

$$T_1 = 44.10 - S$$

$$\theta_1 = \cos^{-1}((2374.77 - T_1^2)/1942.03)$$

$$\theta_2 = \cos^{-1}((1366.76 + T_1^2)/(86.50*T_1))$$

$$F_{MN}(I) = \sin\theta_2/(1.21827*\cos(\theta_1 - 34.86)) - .003$$

TABLE IV A-7D AIRCRAFT TEST CONFIGURATIONS

<u>Aircraft</u>	<u>Flap Setting</u>	<u>Ordnance</u>	<u>Ammunition</u>	<u>Fuel Wt</u>	<u>CG %MAC</u>	<u>GW-lb</u>
Take-Off	1/2	6 MK-84 (1 per wing station) 2 AIM-9E(fuselage stations)	1000 rounds 20 mm target practice	6350 lb	26.19	42,000
Landing	Full	Pylons only	1000 rounds 20 mm target practice	1800 lb	26.14	24,500

TABLE V A-7D HAVE BOUNCE TEST RUNS

Run #	AC Cond.	Bump	Fuel Wt (lb)	Net Wt (lb)	Planned Vel (Kt)	Achieved Vel (Kt)	Date	Notes
1	L	1-3	----	24500	40	44	12	
2	L	Spall	----	24500	10	12	14	
3	L	Spall	----	24500	10	9	14	
4	L	Spall	----	24500	4	3	14	
5	L	Spall	----	24500	10	9	14	
6	L	Spall	----	24500	15	17	14	
7	L	Spall	1700	24420	10	10	14	
8	L	Spall	2500	25220	20	18	14	
9	L	Spall	2350	25070	30	28	14	
10	L	Spall	2100	24820	30	29	14	
11	L	Spall	1800	24520	40	38	14	
12	T.O.	Spall	7250	42900	10	10	14	
13	T.O.	Spall	7000	42650	20	19	14	
14	T.O.	Spall	6800	42450	30	29	14	
15	T.O.	Spall	6450	42100	40	39	14	
16	L	1-3	2550	25270	40	44	17	
17	L	1-3	2400	25120	60	57	17	
18	L	1-3	2100	24820	80	76	17	
19	L	1-3	1800	24520	90	88	17	
20	L	1-3	2600	25320	100	99	17	
21	L	1-3	2100	24820	110	110	17	
22	L	1-3	1600	24320	120	121	17	
23	L	1-3	2600	25320	20	20	17	Light Braking
24	L	1-3	2400	25120	30	25	17	Light Braking
25	L	1-3	2100	24820	60	55	17	Light Braking
26	L	1-3	2600	25320	70	70	17	Light Braking
27	L	1-3	2250	24970	80	85	17	Light Braking
28	L	1-3	1900	24620	90	85	17	Light Braking
29	L	1-3	2500	25220	100	95	17	Light Braking
30	L	1-3	1800	24520	100	100	17	Light Braking
31	T.O.	1-3	7000	42650	20	24	18	
32	T.O.	1-3	6200	41850	40	40	18	
33	T.O.	1-3	5000	40650	40	40	18	
34	T.O.	1-3	4800	40450	60	61	18	
35	T.O.	1-3	7300	42950	70	70	18	
36	T.O.	1-3	7100	42750	60	61	18	8 deg Stab.
37	T.O.	1-3	6200	41850	70	69	18	8 deg Stab.
38	T.O.	1-3	5900	41550	80	81	18	8 deg Stab.
39	T.O.	1-3	7200	42850	60	59	18	185psi NoseTires
40	T.O.	1-3	6900	42550	70	72	18	185psi NoseTires
41	T.O.	1-3	6200	41850	20	20	18	Accelerating
42	L	2-3	2600	25320	40	40	19	
43	L	2-3	2400	25120	60	58	19	
44	L	2-3	2100	24820	70	72	19	
45	L	2-3	1800	24520	80	80	19	
46	L	2-3	1500	24220	40	40	19	Light Braking
47	L	2-3	2400	25120	60	60	19	Light Braking
48	T.O.	2-3	7500	43150	20	22	19	
49	T.O.	2-3	6600	42250	40	41	19	185psi NoseTires
50	T.O.	2-3	6200	41850	60	61	19	185psi NoseTires
51	T.O.	2-3	5600	41250	20	20	19	
52	T.O.	2-3	5400	41050	40	39	19	
53	T.O.	2-3	5000	40650	30	29	19	

TABLE VI PLOT FORMATS

Page 1:

1. Nose gear vertical tire load from knee link load. (NG V)*
2. Average main gear vertical tire load from left and right. (AM V)
3. Normal acceleration at aircraft CG. (A 1)
4. Normal acceleration at pilot's seat. (A 2)

Page 2:

1. Nose gear shock strut load from knee link load and lower pressure. (NS S)
2. Left main gear vertical tire load from shock strut load. (LM V)
3. Right main gear vertical tire load from shock strut load. (RM V)
4. Main gear wheel velocity left and right. (RPM)

Page 3:

1. Left main gear shock strut stroke. (DP 2)
2. Left main gear shock strut load and shock strut load from lower pressure. (LM S)
3. Left main gear drag strut load. (SG 4)
4. Left main gear shock strut upper and lower pressures. (P3 and P4)

Page 4:

1. Right main gear shock strut stroke. (DP 3)
2. Right main gear shock strut load and shock strut load from lower pressure. (RM S)
3. Right main gear drag strut load. (SG 6)
4. Right main gear shock strut upper and lower pressures. (P6 and P7)

Page 5:

1. Nose gear shock strut stroke. (DP 1)
2. Nose gear knee link load. (SG 1)
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Page 6:

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* The titles within parentheses correspond to the labels on vertical axes of plots. In plots which overlay two sets of data, the second set is denoted with asterisks.

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RUN NO. 9	PAGE NO. 3	A- 51
RUN NO. 9	PAGE NO. 4	A- 52
RUN NO. 9	PAGE NO. 5	A- 53
RUN NO. 9	PAGE NO. 6	A- 54
RUN NO. 10	PAGE NO. 1	A- 55
RUN NO. 10	PAGE NO. 2	A- 56
RUN NO. 10	PAGE NO. 3	A- 57
RUN NO. 10	PAGE NO. 4	A- 58
RUN NO. 10	PAGE NO. 5	A- 59
RUN NO. 10	PAGE NO. 6	A- 60
RUN NO. 11	PAGE NO. 1	A- 61
RUN NO. 11	PAGE NO. 2	A- 62
RUN NO. 11	PAGE NO. 3	A- 63
RUN NO. 11	PAGE NO. 4	A- 64
RUN NO. 11	PAGE NO. 5	A- 65
RUN NO. 11	PAGE NO. 6	A- 66
RUN NO. 12	PAGE NO. 1	A- 67
RUN NO. 12	PAGE NO. 2	A- 68
RUN NO. 12	PAGE NO. 3	A- 69
RUN NO. 12	PAGE NO. 4	A- 70
RUN NO. 12	PAGE NO. 5	A- 71
RUN NO. 12	PAGE NO. 6	A- 72
RUN NO. 13	PAGE NO. 1	A- 73
RUN NO. 13	PAGE NO. 2	A- 74
RUN NO. 13	PAGE NO. 3	A- 75
RUN NO. 13	PAGE NO. 4	A- 76
RUN NO. 13	PAGE NO. 5	A- 77
RUN NO. 13	PAGE NO. 6	A- 78
RUN NO. 14	PAGE NO. 1	A- 79
RUN NO. 14	PAGE NO. 2	A- 80
RUN NO. 14	PAGE NO. 3	A- 81
RUN NO. 14	PAGE NO. 4	A- 82
RUN NO. 14	PAGE NO. 5	A- 83
RUN NO. 14	PAGE NO. 6	A- 84
RUN NO. 15	PAGE NO. 1	A- 85
RUN NO. 15	PAGE NO. 2	A- 86
RUN NO. 15	PAGE NO. 3	A- 87
RUN NO. 15	PAGE NO. 4	A- 88
RUN NO. 15	PAGE NO. 5	A- 89
RUN NO. 15	PAGE NO. 6	A- 90
RUN NO. 16	PAGE NO. 1	A- 91
RUN NO. 16	PAGE NO. 2	A- 92
RUN NO. 16	PAGE NO. 3	A- 93
RUN NO. 16	PAGE NO. 4	A- 94
RUN NO. 16	PAGE NO. 5	A- 95
RUN NO. 16	PAGE NO. 6	A- 96

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 17	PAGE NO. 1	A- 97
RUN NO. 17	PAGE NO. 2	A- 98
RUN NO. 17	PAGE NO. 3	A- 99
RUN NO. 17	PAGE NO. 4	A-100
RUN NO. 17	PAGE NO. 5	A-101
RUN NO. 17	PAGE NO. 6	A-102
RUN NO. 18	PAGE NO. 1	A-103
RUN NO. 18	PAGE NO. 2	A-104
RUN NO. 18	PAGE NO. 3	A-105
RUN NO. 18	PAGE NO. 4	A-106
RUN NO. 18	PAGE NO. 5	A-107
RUN NO. 18	PAGE NO. 6	A-108
RUN NO. 19	PAGE NO. 1	A-109
RUN NO. 19	PAGE NO. 2	A-110
RUN NO. 19	PAGE NO. 3	A-111
RUN NO. 19	PAGE NO. 4	A-112
RUN NO. 19	PAGE NO. 5	A-113
RUN NO. 19	PAGE NO. 6	A-114
RUN NO. 20	PAGE NO. 1	A-115
RUN NO. 20	PAGE NO. 2	A-116
RUN NO. 20	PAGE NO. 3	A-117
RUN NO. 20	PAGE NO. 4	A-118
RUN NO. 20	PAGE NO. 5	A-119
RUN NO. 20	PAGE NO. 6	A-120
RUN NO. 21	PAGE NO. 1	A-121
RUN NO. 21	PAGE NO. 2	A-122
RUN NO. 21	PAGE NO. 3	A-123
RUN NO. 21	PAGE NO. 4	A-124
RUN NO. 21	PAGE NO. 5	A-125
RUN NO. 21	PAGE NO. 6	A-126
RUN NO. 22	PAGE NO. 1	A-127
RUN NO. 22	PAGE NO. 2	A-128
RUN NO. 22	PAGE NO. 3	A-129
RUN NO. 22	PAGE NO. 4	A-130
RUN NO. 22	PAGE NO. 5	A-131
RUN NO. 22	PAGE NO. 6	A-132
RUN NO. 23	PAGE NO. 1	A-133
RUN NO. 23	PAGE NO. 2	A-134
RUN NO. 23	PAGE NO. 3	A-135
RUN NO. 23	PAGE NO. 4	A-136
RUN NO. 23	PAGE NO. 5	A-137
RUN NO. 23	PAGE NO. 6	A-138
RUN NO. 24	PAGE NO. 1	A-139
RUN NO. 24	PAGE NO. 2	A-140
RUN NO. 24	PAGE NO. 3	A-141
RUN NO. 24	PAGE NO. 4	A-142
RUN NO. 24	PAGE NO. 5	A-143
RUN NO. 24	PAGE NO. 6	A-144

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 25	PAGE NO. 1	A-145
RUN NO. 25	PAGE NO. 2	A-146
RUN NO. 25	PAGE NO. 3	A-147
RUN NO. 25	PAGE NO. 4	A-148
RUN NO. 25	PAGE NO. 5	A-149
RUN NO. 25	PAGE NO. 6	A-150
RUN NO. 26	PAGE NO. 1	A-151
RUN NO. 26	PAGE NO. 2	A-152
RUN NO. 26	PAGE NO. 3	A-153
RUN NO. 26	PAGE NO. 4	A-154
RUN NO. 26	PAGE NO. 5	A-155
RUN NO. 26	PAGE NO. 6	A-156
RUN NO. 27	PAGE NO. 1	A-157
RUN NO. 27	PAGE NO. 2	A-158
RUN NO. 27	PAGE NO. 3	A-159
RUN NO. 27	PAGE NO. 4	A-160
RUN NO. 27	PAGE NO. 5	A-161
RUN NO. 27	PAGE NO. 6	A-162
RUN NO. 28	PAGE NO. 1	A-163
RUN NO. 28	PAGE NO. 2	A-164
RUN NO. 28	PAGE NO. 3	A-165
RUN NO. 28	PAGE NO. 4	A-166
RUN NO. 28	PAGE NO. 5	A-167
RUN NO. 28	PAGE NO. 6	A-168
RUN NO. 29	PAGE NO. 1	A-169
RUN NO. 29	PAGE NO. 2	A-170
RUN NO. 29	PAGE NO. 3	A-171
RUN NO. 29	PAGE NO. 4	A-172
RUN NO. 29	PAGE NO. 5	A-173
RUN NO. 29	PAGE NO. 6	A-174
RUN NO. 30	PAGE NO. 1	A-175
RUN NO. 30	PAGE NO. 2	A-176
RUN NO. 30	PAGE NO. 3	A-177
RUN NO. 30	PAGE NO. 4	A-178
RUN NO. 30	PAGE NO. 5	A-179
RUN NO. 30	PAGE NO. 6	A-180
RUN NO. 31	PAGE NO. 1	A-181
RUN NO. 31	PAGE NO. 2	A-182
RUN NO. 31	PAGE NO. 3	A-183
RUN NO. 31	PAGE NO. 4	A-184
RUN NO. 31	PAGE NO. 5	A-185
RUN NO. 31	PAGE NO. 6	A-186
RUN NO. 32	PAGE NO. 1	A-187
RUN NO. 32	PAGE NO. 2	A-188
RUN NO. 32	PAGE NO. 3	A-189
RUN NO. 32	PAGE NO. 4	A-190
RUN NO. 32	PAGE NO. 5	A-191
RUN NO. 32	PAGE NO. 6	A-192

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
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RUN NO. 33	PAGE NO. 2	A-194
RUN NO. 33	PAGE NO. 3	A-195
RUN NO. 33	PAGE NO. 4	A-196
RUN NO. 33	PAGE NO. 5	A-197
RUN NO. 33	PAGE NO. 6	A-198
RUN NO. 34	PAGE NO. 1	A-199
RUN NO. 34	PAGE NO. 2	A-200
RUN NO. 34	PAGE NO. 3	A-201
RUN NO. 34	PAGE NO. 4	A-202
RUN NO. 34	PAGE NO. 5	A-203
RUN NO. 34	PAGE NO. 6	A-204
RUN NO. 35	PAGE NO. 1	A-205
RUN NO. 35	PAGE NO. 2	A-206
RUN NO. 35	PAGE NO. 3	A-207
RUN NO. 35	PAGE NO. 4	A-208
RUN NO. 35	PAGE NO. 5	A-209
RUN NO. 35	PAGE NO. 6	A-210
RUN NO. 36	PAGE NO. 1	A-211
RUN NO. 36	PAGE NO. 2	A-212
RUN NO. 36	PAGE NO. 3	A-213
RUN NO. 36	PAGE NO. 4	A-214
RUN NO. 36	PAGE NO. 5	A-215
RUN NO. 36	PAGE NO. 6	A-216
RUN NO. 37	PAGE NO. 1	A-217
RUN NO. 37	PAGE NO. 2	A-218
RUN NO. 37	PAGE NO. 3	A-219
RUN NO. 37	PAGE NO. 4	A-220
RUN NO. 37	PAGE NO. 5	A-221
RUN NO. 37	PAGE NO. 6	A-222
RUN NO. 38	PAGE NO. 1	A-223
RUN NO. 38	PAGE NO. 2	A-224
RUN NO. 38	PAGE NO. 3	A-225
RUN NO. 38	PAGE NO. 4	A-226
RUN NO. 38	PAGE NO. 5	A-227
RUN NO. 38	PAGE NO. 6	A-228
RUN NO. 39	PAGE NO. 1	A-229
RUN NO. 39	PAGE NO. 2	A-230
RUN NO. 39	PAGE NO. 3	A-231
RUN NO. 39	PAGE NO. 4	A-232
RUN NO. 39	PAGE NO. 5	A-233
RUN NO. 39	PAGE NO. 6	A-234
RUN NO. 40	PAGE NO. 1	A-235
RUN NO. 40	PAGE NO. 2	A-236
RUN NO. 40	PAGE NO. 3	A-237
RUN NO. 40	PAGE NO. 4	A-238
RUN NO. 40	PAGE NO. 5	A-239
RUN NO. 40	PAGE NO. 6	A-240

TABLE VII APPENDIX A PLOT PAGES CONT'D

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 41	PAGE NO. 1	A-241
RUN NO. 41	PAGE NO. 2	A-242
RUN NO. 41	PAGE NO. 3	A-243
RUN NO. 41	PAGE NO. 4	A-244
RUN NO. 41	PAGE NO. 5	A-245
RUN NO. 41	PAGE NO. 6	A-246
RUN NO. 42	PAGE NO. 1	A-247
RUN NO. 42	PAGE NO. 2	A-248
RUN NO. 42	PAGE NO. 3	A-249
RUN NO. 42	PAGE NO. 4	A-250
RUN NO. 42	PAGE NO. 5	A-251
RUN NO. 42	PAGE NO. 6	A-252
RUN NO. 43	PAGE NO. 1	A-253
RUN NO. 43	PAGE NO. 2	A-254
RUN NO. 43	PAGE NO. 3	A-255
RUN NO. 43	PAGE NO. 4	A-256
RUN NO. 43	PAGE NO. 5	A-257
RUN NO. 43	PAGE NO. 6	A-258
RUN NO. 44	PAGE NO. 1	A-259
RUN NO. 44	PAGE NO. 2	A-260
RUN NO. 44	PAGE NO. 3	A-261
RUN NO. 44	PAGE NO. 4	A-262
RUN NO. 44	PAGE NO. 5	A-263
RUN NO. 44	PAGE NO. 6	A-264
RUN NO. 45	PAGE NO. 1	A-265
RUN NO. 45	PAGE NO. 2	A-266
RUN NO. 45	PAGE NO. 3	A-267
RUN NO. 45	PAGE NO. 4	A-268
RUN NO. 45	PAGE NO. 5	A-269
RUN NO. 45	PAGE NO. 6	A-270
RUN NO. 46	PAGE NO. 1	A-271
RUN NO. 46	PAGE NO. 2	A-272
RUN NO. 46	PAGE NO. 3	A-273
RUN NO. 46	PAGE NO. 4	A-274
RUN NO. 46	PAGE NO. 5	A-275
RUN NO. 46	PAGE NO. 6	A-276
RUN NO. 47	PAGE NO. 1	A-277
RUN NO. 47	PAGE NO. 2	A-278
RUN NO. 47	PAGE NO. 3	A-279
RUN NO. 47	PAGE NO. 4	A-280
RUN NO. 47	PAGE NO. 5	A-281
RUN NO. 47	PAGE NO. 6	A-282
RUN NO. 48	PAGE NO. 1	A-283
RUN NO. 48	PAGE NO. 2	A-284
RUN NO. 48	PAGE NO. 3	A-285
RUN NO. 48	PAGE NO. 4	A-286
RUN NO. 48	PAGE NO. 5	A-287
RUN NO. 48	PAGE NO. 6	A-288

TABLE VII (CONT'D) APPENDIX PLOT PAGE NUMBERS

<u>PAGE TITLE</u>		<u>PAGE</u>
RUN NO. 49	PAGE NO. 1	A-289
RUN NO. 49	PAGE NO. 2	A-290
RUN NO. 49	PAGE NO. 3	A-291
RUN NO. 49	PAGE NO. 4	A-292
RUN NO. 49	PAGE NO. 5	A-293
RUN NO. 49	PAGE NO. 6	A-294
RUN NO. 50	PAGE NO. 1	A-295
RUN NO. 50	PAGE NO. 2	A-296
RUN NO. 50	PAGE NO. 3	A-297
RUN NO. 50	PAGE NO. 4	A-298
RUN NO. 50	PAGE NO. 5	A-299
RUN NO. 50	PAGE NO. 6	A-300
RUN NO. 51	PAGE NO. 1	A-301
RUN NO. 51	PAGE NO. 2	A-302
RUN NO. 51	PAGE NO. 3	A-303
RUN NO. 51	PAGE NO. 4	A-304
RUN NO. 51	PAGE NO. 5	A-305
RUN NO. 51	PAGE NO. 6	A-306
RUN NO. 52	PAGE NO. 1	A-307
RUN NO. 52	PAGE NO. 2	A-308
RUN NO. 52	PAGE NO. 3	A-309
RUN NO. 52	PAGE NO. 4	A-310
RUN NO. 52	PAGE NO. 5	A-311
RUN NO. 52	PAGE NO. 6	A-312
RUN NO. 53	PAGE NO. 1	A-313
RUN NO. 53	PAGE NO. 2	A-314
RUN NO. 53	PAGE NO. 3	A-315
RUN NO. 53	PAGE NO. 4	A-316
RUN NO. 53	PAGE NO. 5	A-317
RUN NO. 53	PAGE NO. 6	A-318

REFERENCE

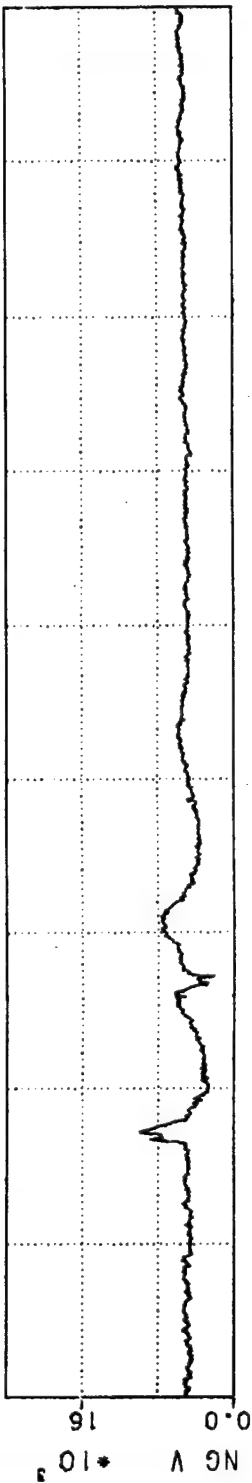
1. Banaszak, D., et al. A-7D HAVE BOUNCE Test Description, AFWAL-TM-85-256-FIBG, December 1985.

APPENDIX
TEST DATA PLOTS

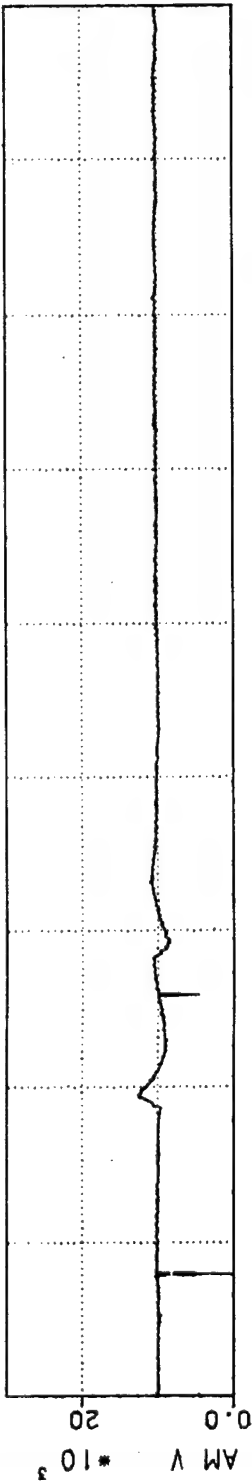
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT

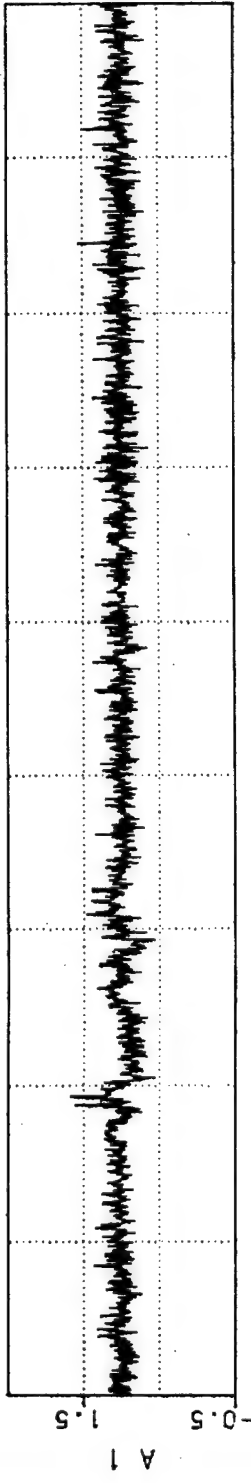
NG V
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MEAN = 2082.896
RMS = 3.717 SEC
MEAN = 4957.891
RMS = 5022.489



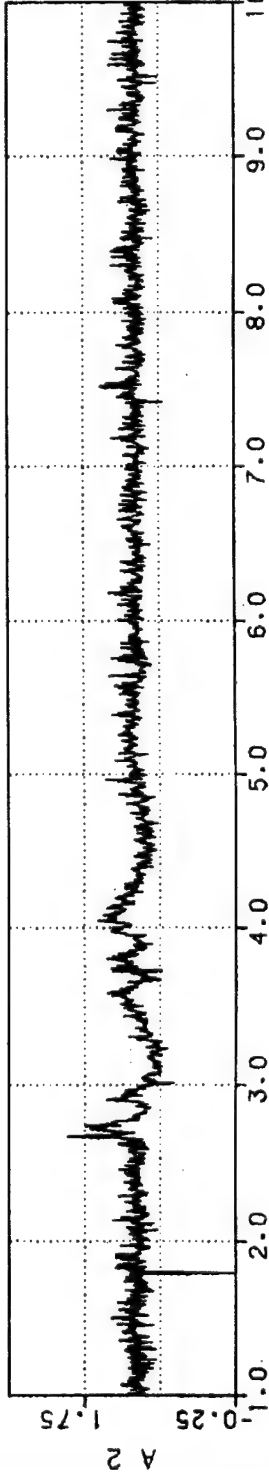
AM V
FILE 1, CHAN 9
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MIN = 2.944 SEC
MEAN = 0.000 X10¹⁰¹
RMS = 1.792 SEC
MEAN = 1.007 X10⁴
RMS = 1.008 X10⁴



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FILE 1, CHAN 1
MAX = 1.670
MIN = 2.929 SEC
MEAN = 0.561
RMS = 3.046 SEC
MEAN = 1.003
RMS = 1.012



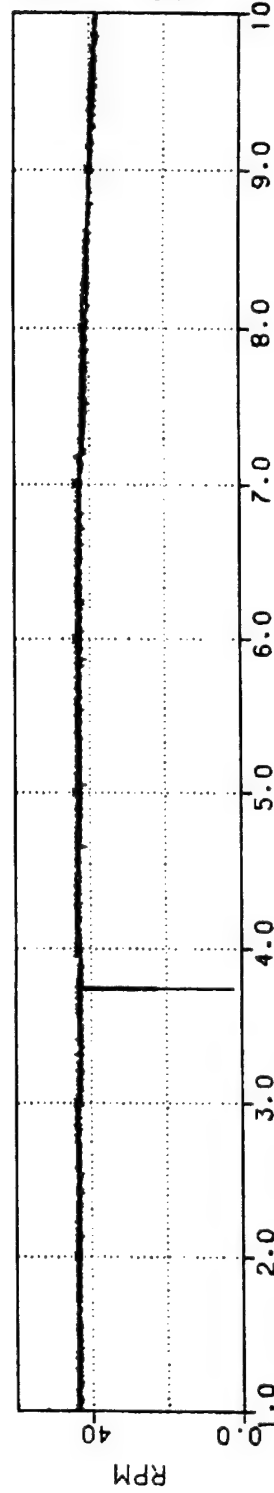
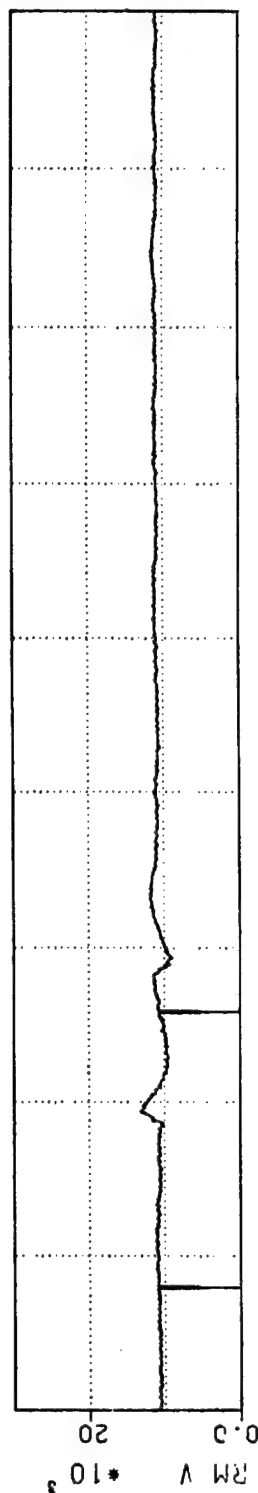
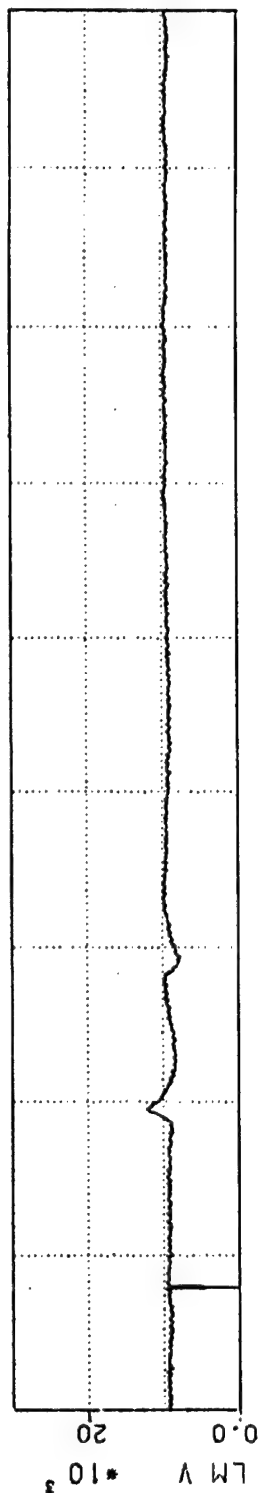
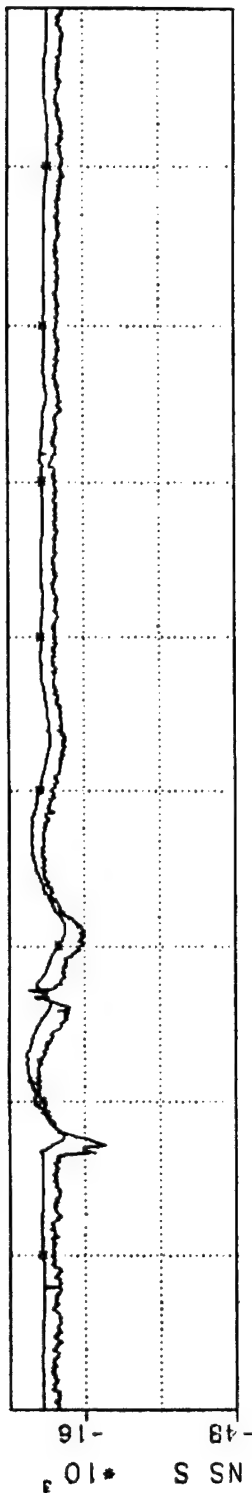
A 2
FILE 1, CHAN 2
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MIN = 2.688 SEC
MEAN = -0.250
RMS = 1.792 SEC
MEAN = 1.071
RMS = 1.080



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 1 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

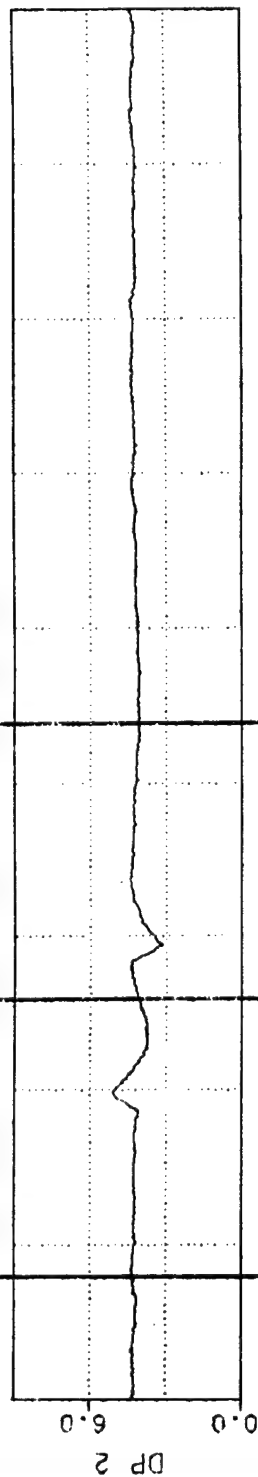
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



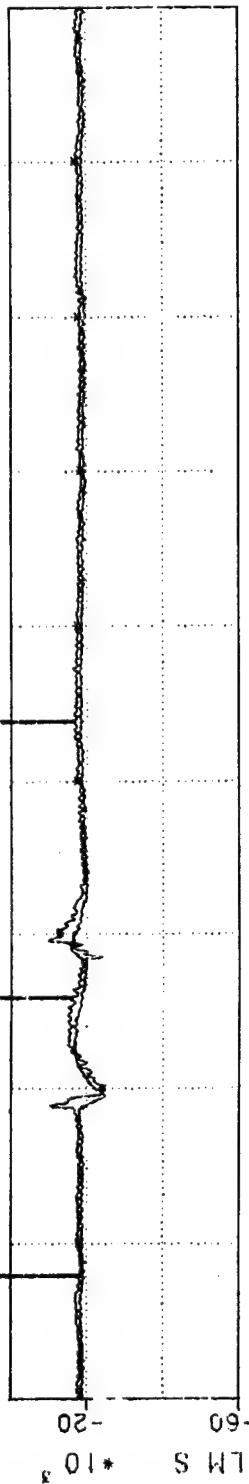
TIME - SECONDS
RUN NO. 1 PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

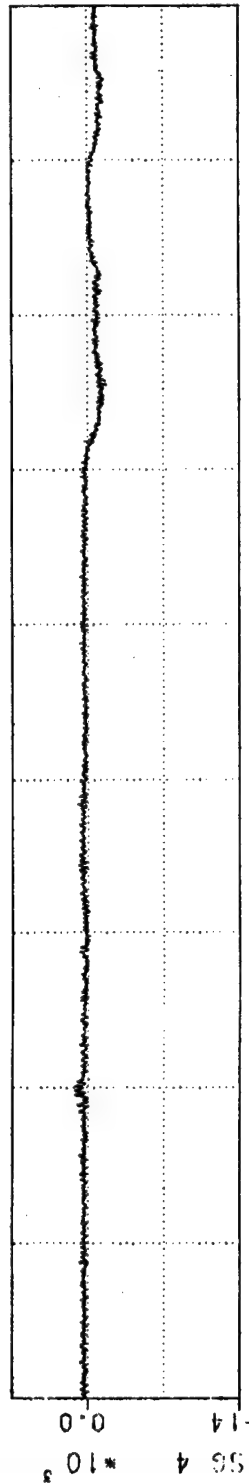
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



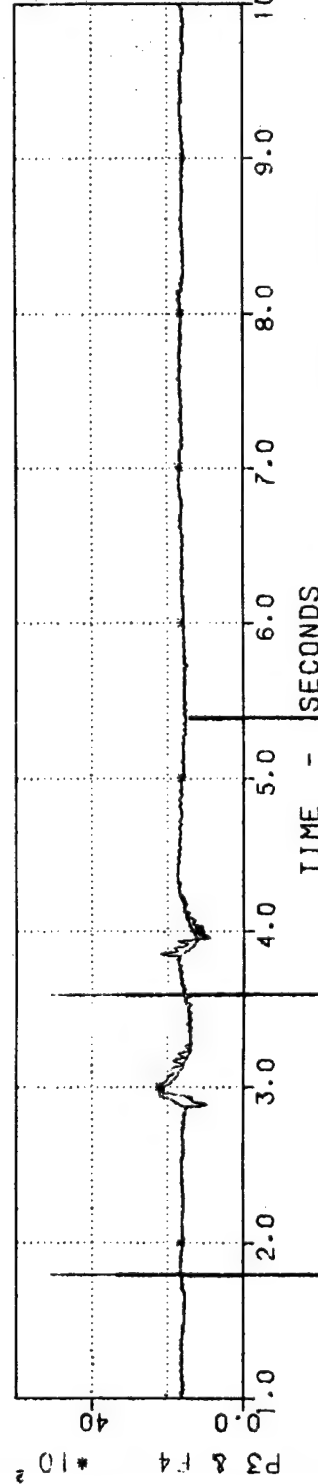
DP 2
FILE 1, CHAN 22
MAX = 5.085
MIN = 0.000 $\times 10^{-10}$
MEAN = 1.792 SEC
RMS = 4.211



LM S
FILE 1, CHAN 9
MAX = -1.518 $\times 10^{-4}$
MIN = -2.493 $\times 10^{-4}$
MEAN = -1.883 $\times 10^{-4}$
RMS = 1.890 $\times 10^{-4}$



SG 4
FILE 1, CHAN 10
MAX = 1235.787
MIN = -1741.947
MEAN = 7.547 SEC
RMS = 564.414



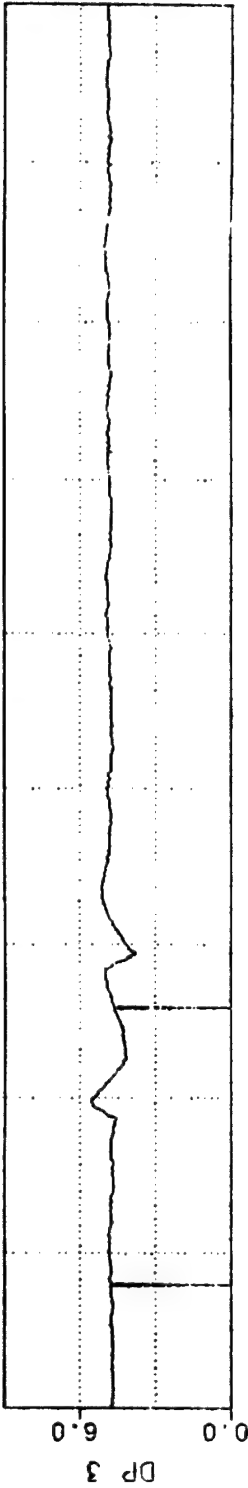
P3 & P4
FILE 1, CHAN 15
MAX = 5072.191
MIN = 1195.797
MEAN = 3.942 SEC
RMS = 1614.385

DELTA T (MSEC) = 5.120

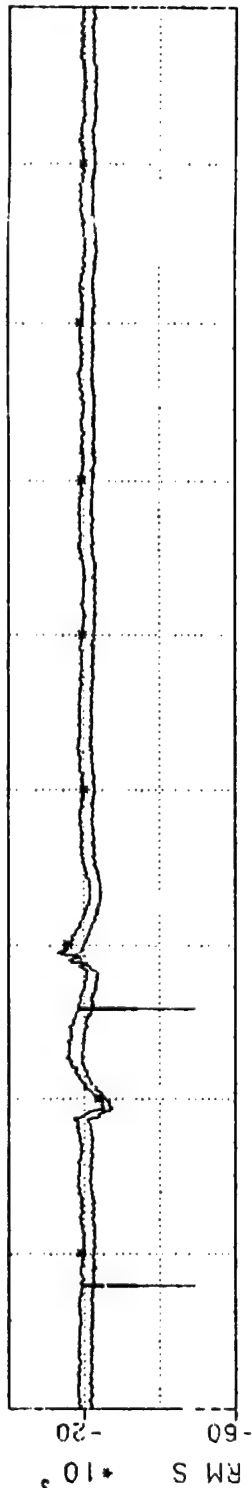
RUN NO. 1 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

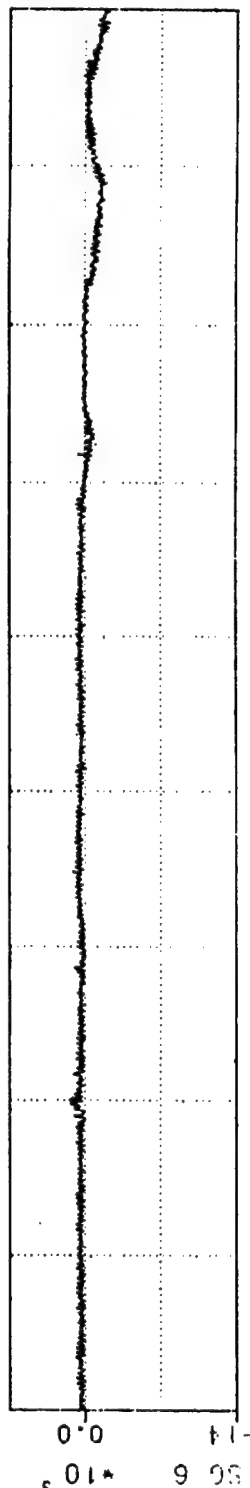
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



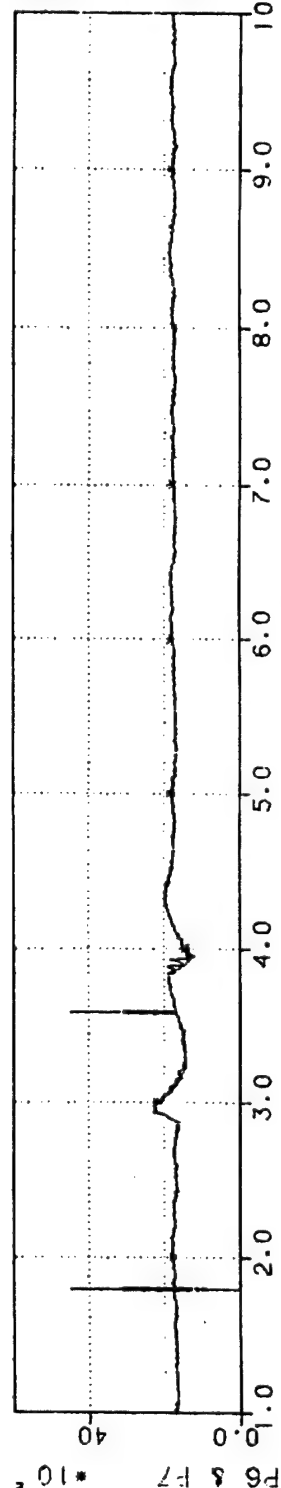
DP 3
FILE 1, CHAN 23
MAX = 5.539
MIN = 2.980 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 3.589 SEC
RMS = 4.790



RM S
FILE 1, CHAN 11
MAX = -1.799 X10⁻⁴
MIN = 3.932 SEC
MEAN = -2.742 X10⁻⁴
RMS = 2.939 SEC
RMS = -2.239 X10⁻⁴
RMS = 2.241 X10⁻⁴



SG 6
FILE 1, CHAN 12
MAX = 1332.008
MIN = 2.980 SEC
MEAN = -2289.746
RMS = 9.912 SEC
RMS = 85.457
RMS = 600.912



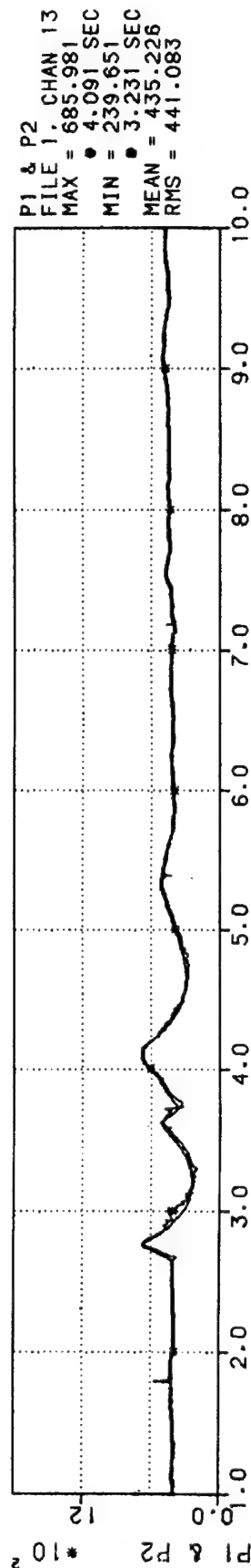
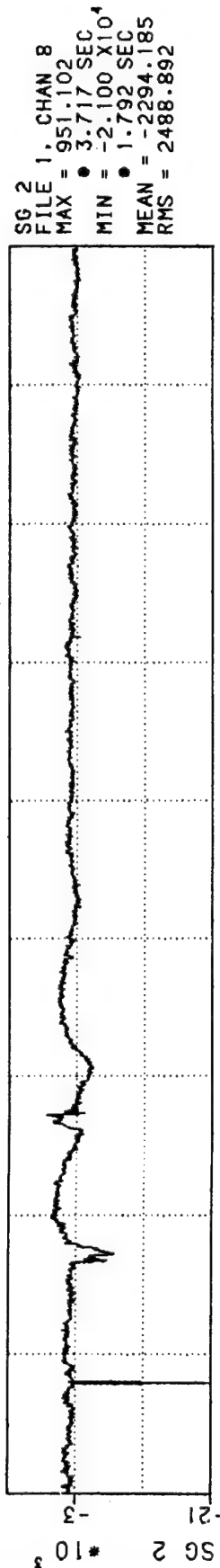
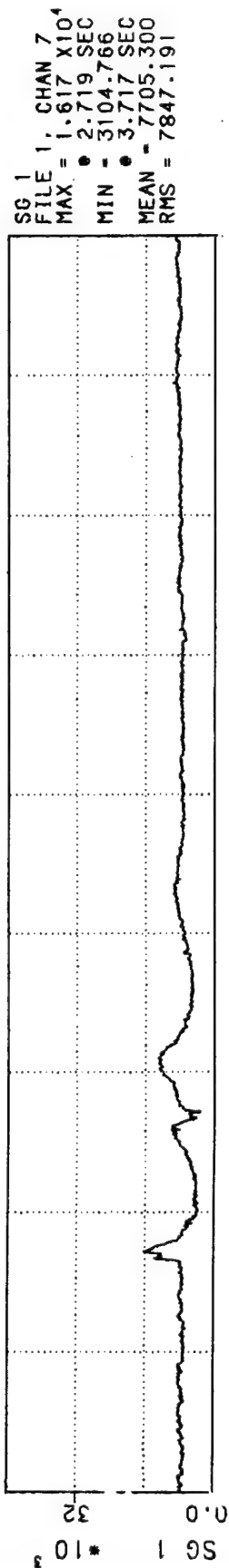
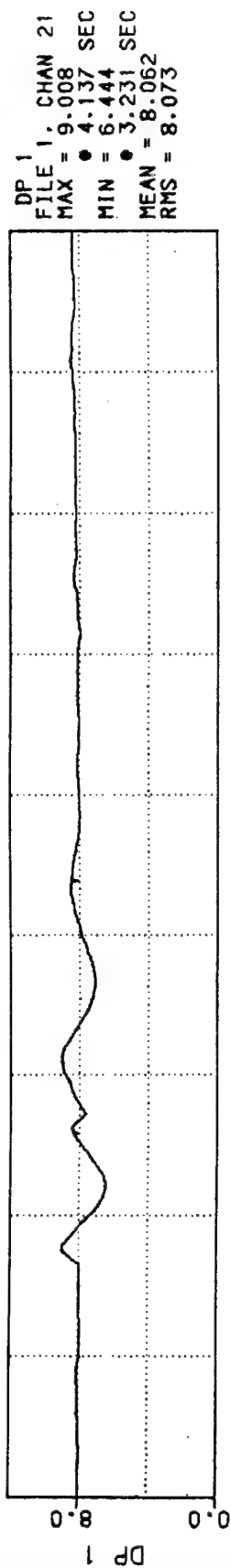
P6 & P7
FILE 1, CHAN 18
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MEAN = 0.000 X10⁻¹⁰¹
RMS = 1.792 SEC
RMS = 1739.822
RMS = 1743.205

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 1 PAGE NO. 4

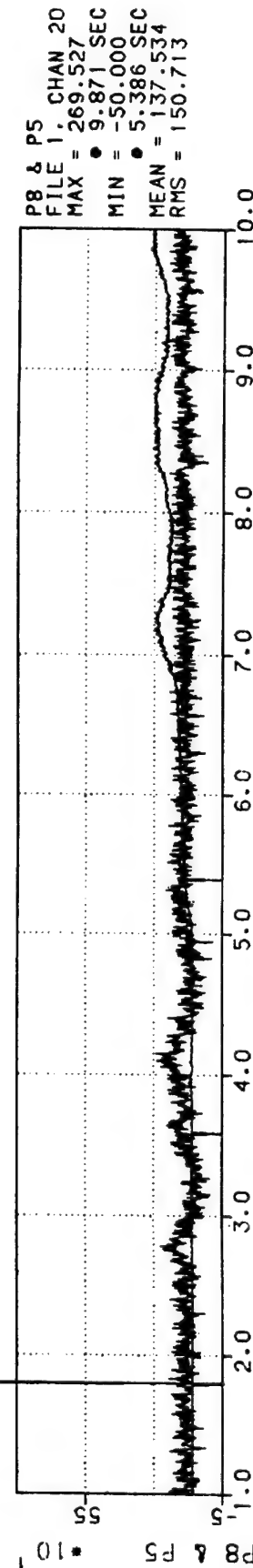
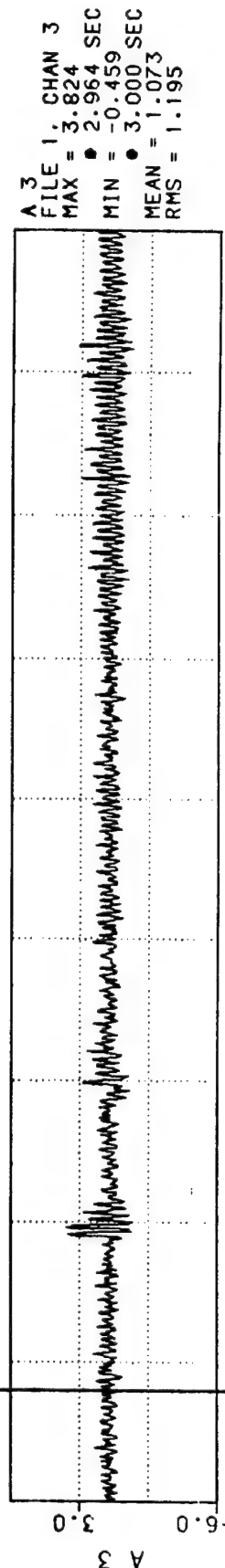
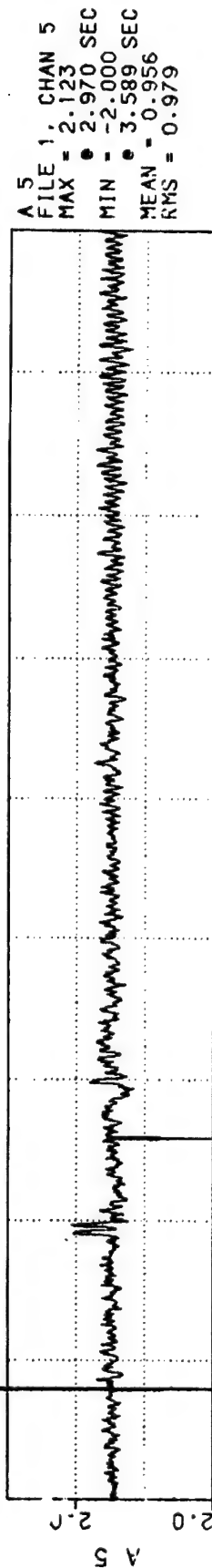
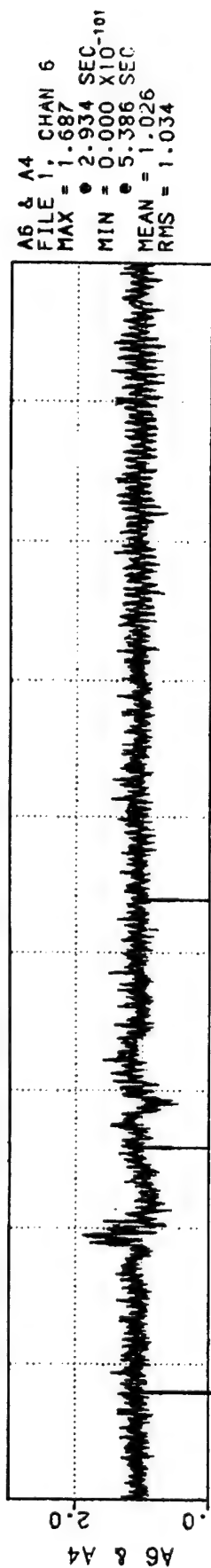
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 1 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

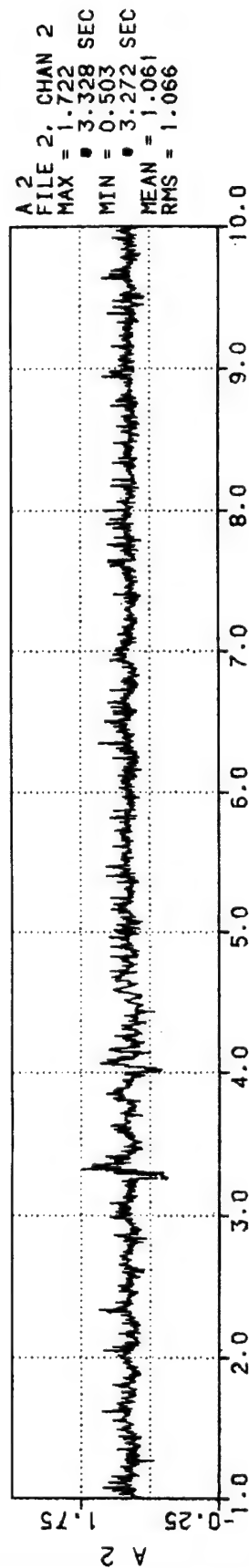
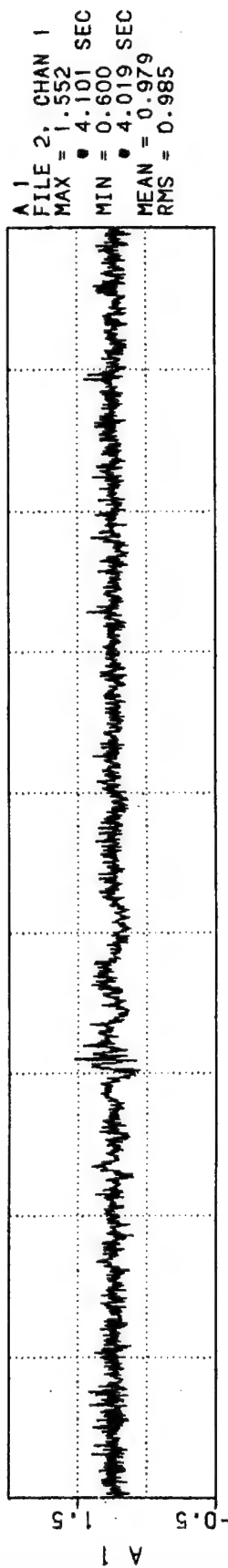
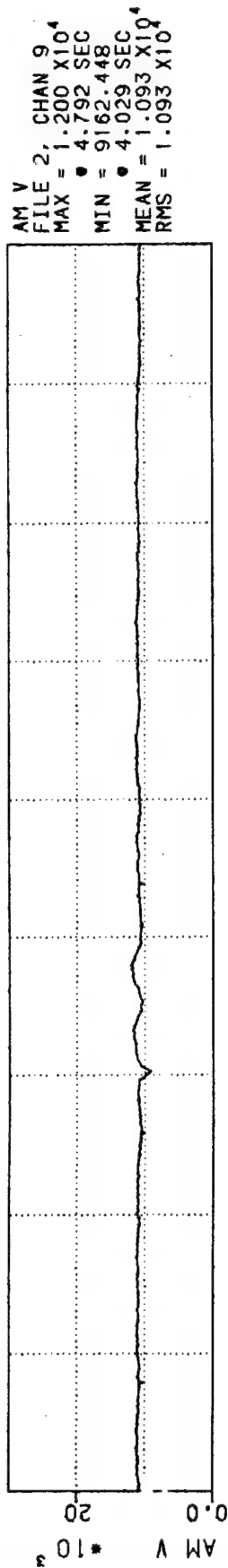
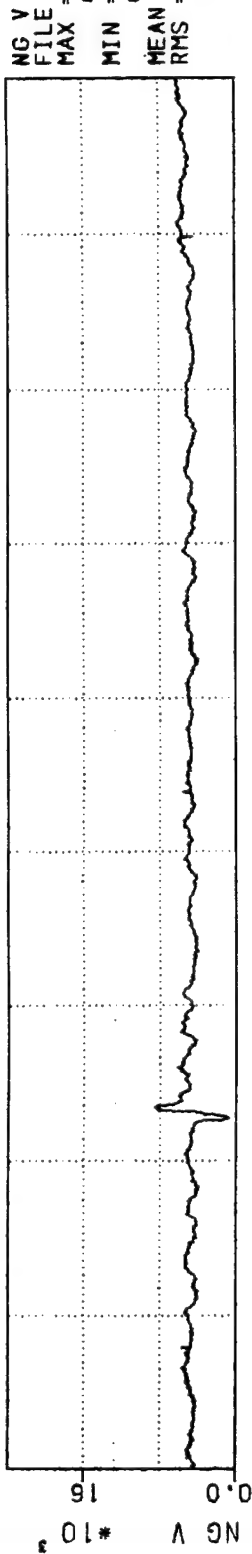
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 1 PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



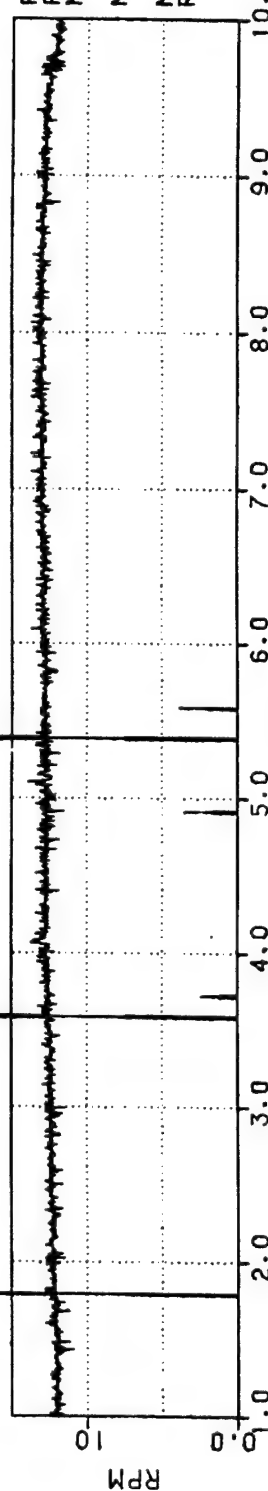
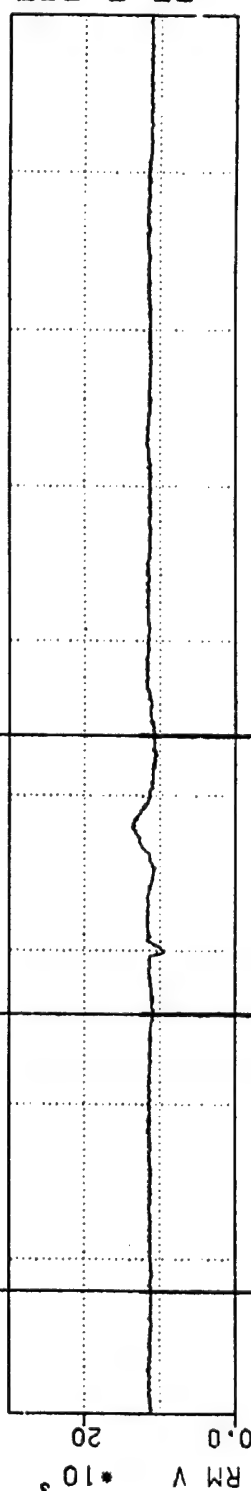
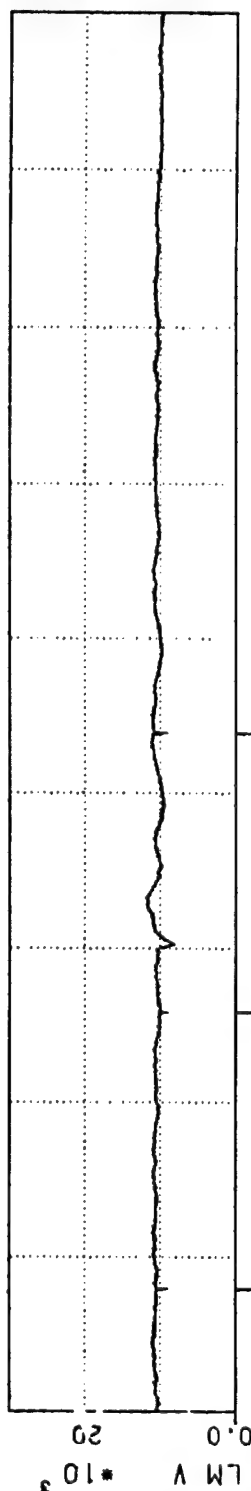
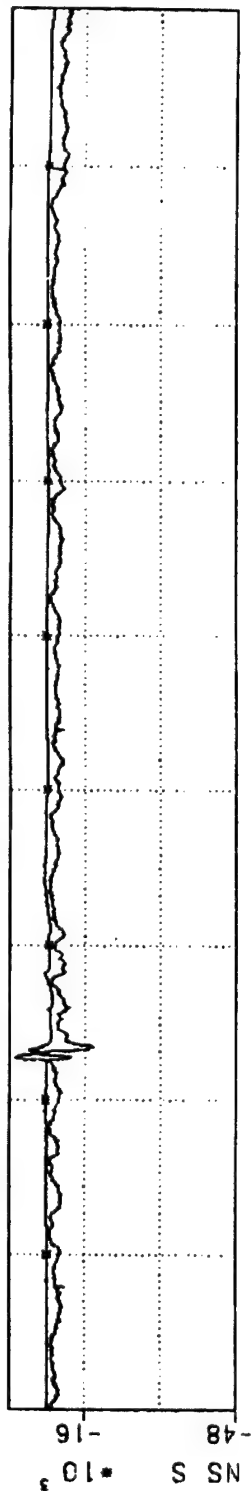
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT

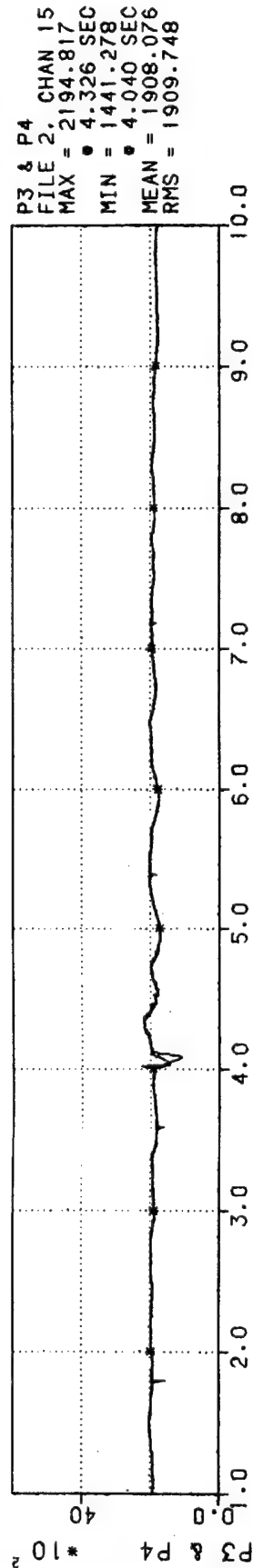
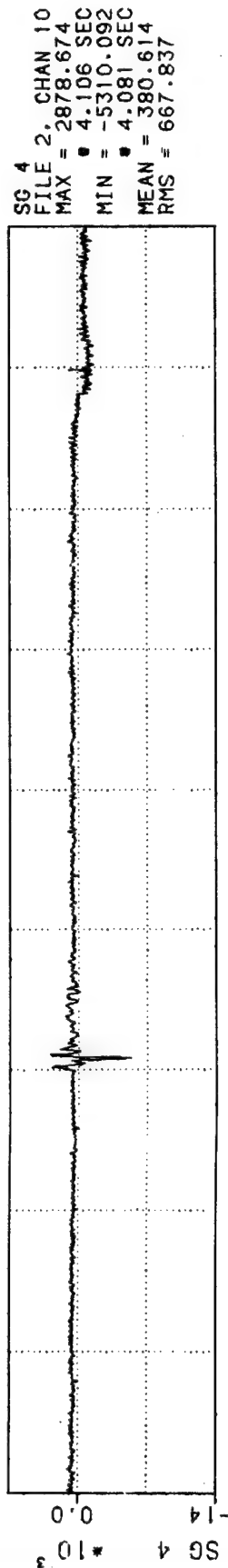
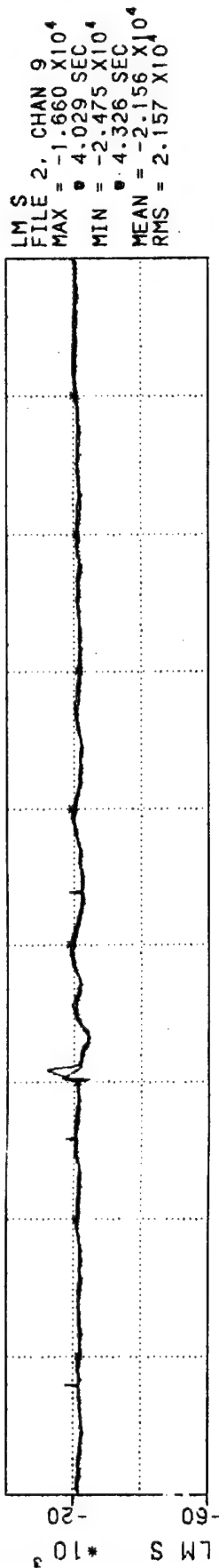
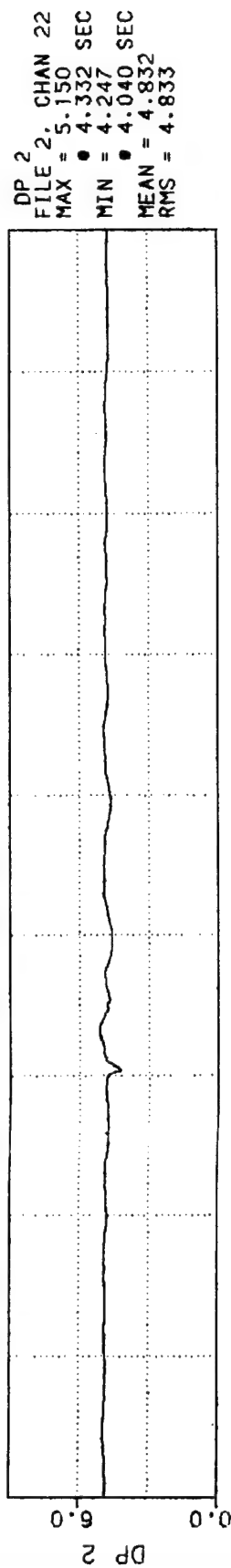


TIME - SECONDS

RUN NO. 2 PAGE NO. 2 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



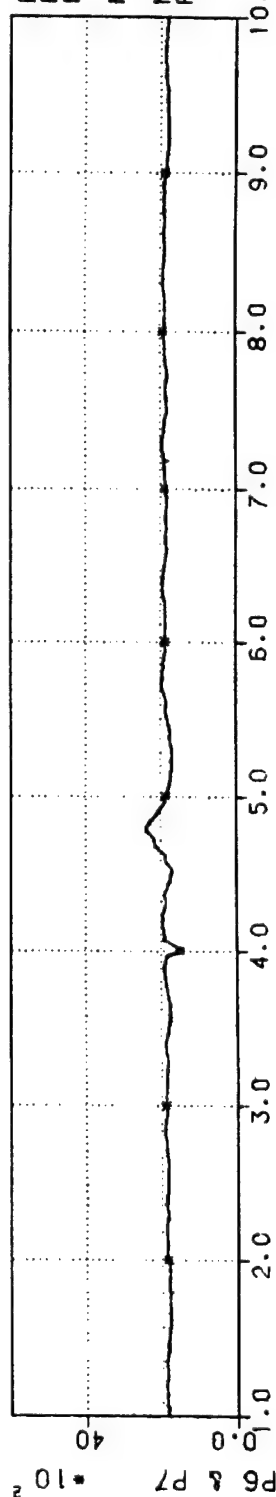
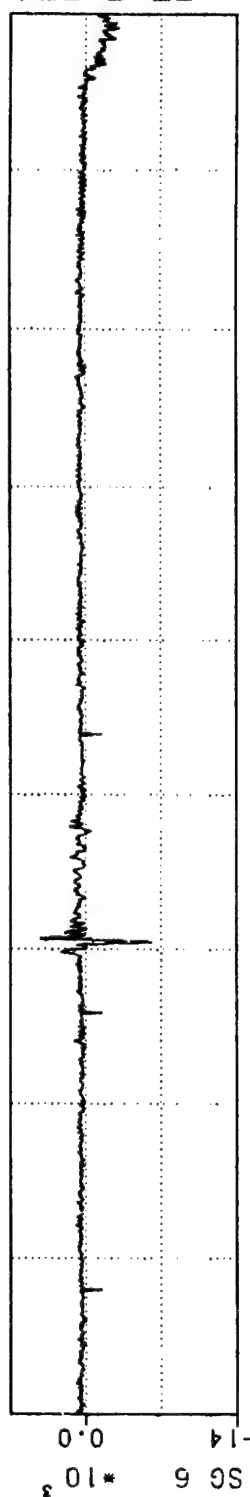
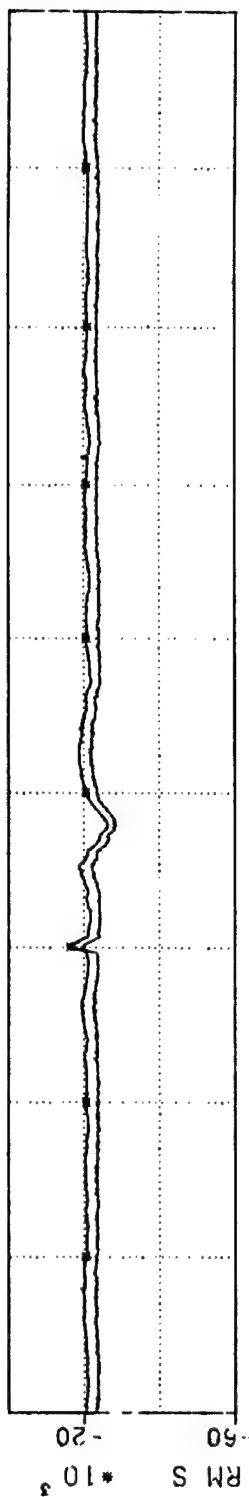
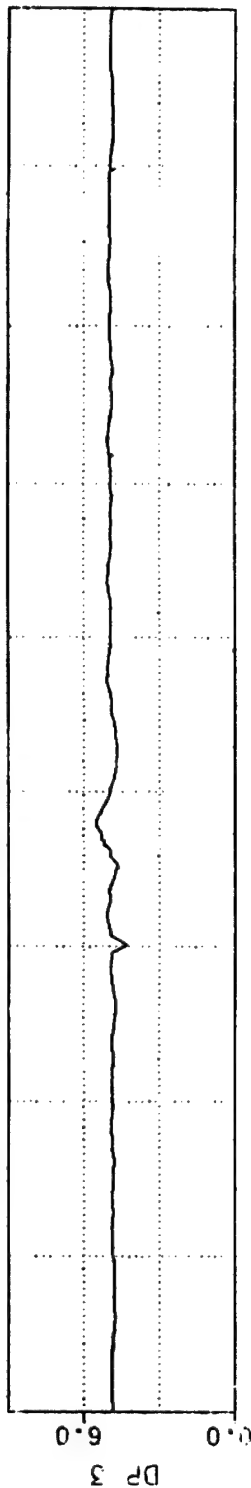
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

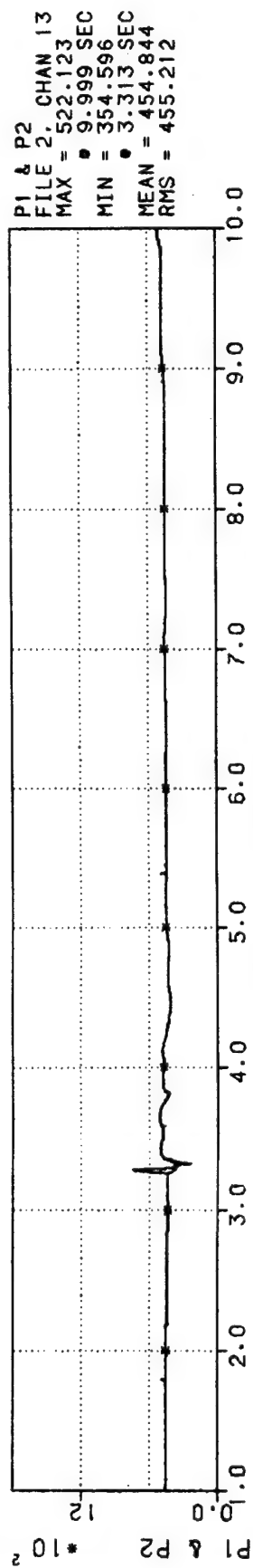
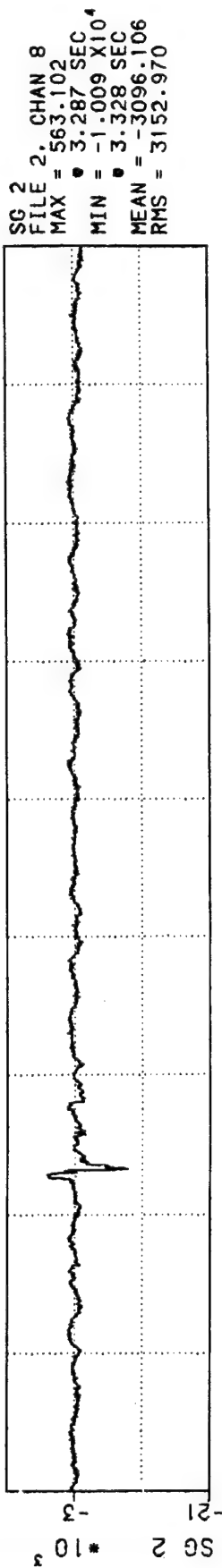
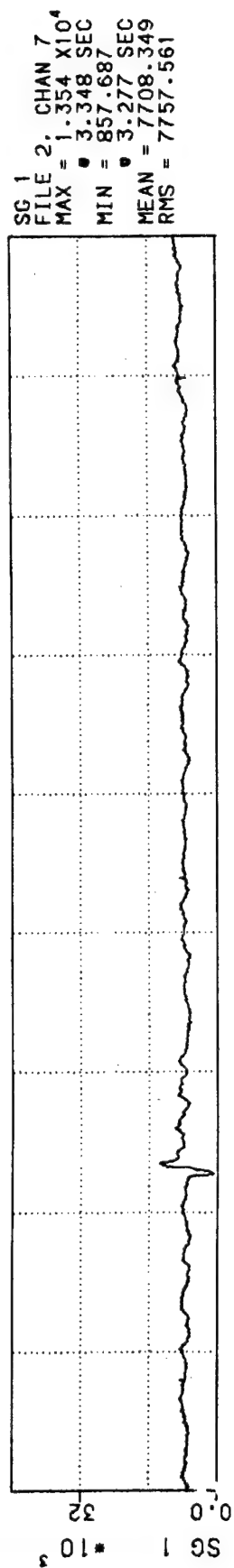
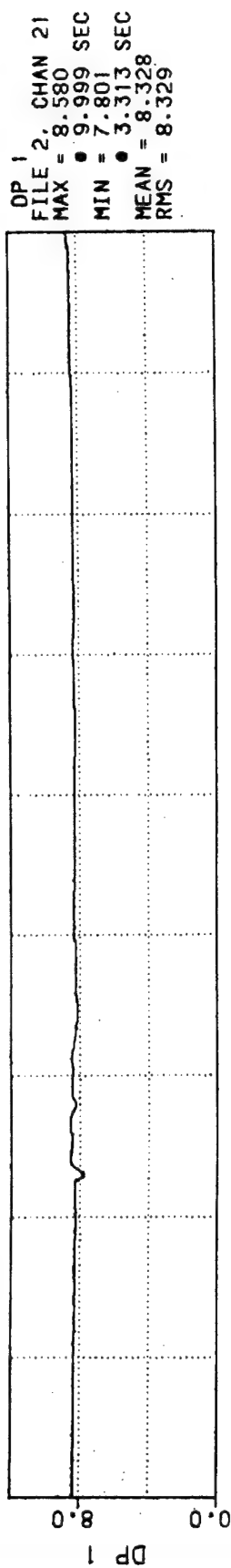
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 2
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



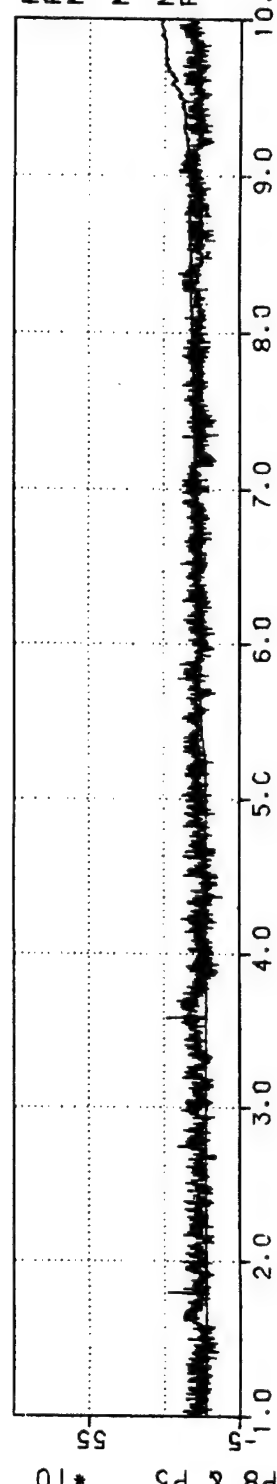
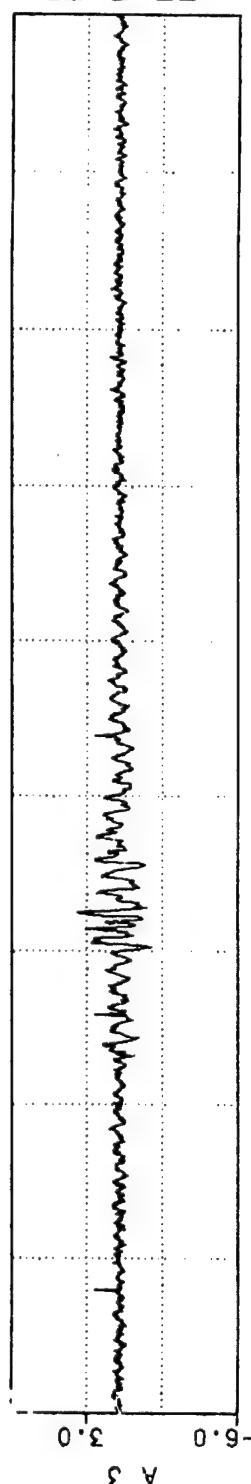
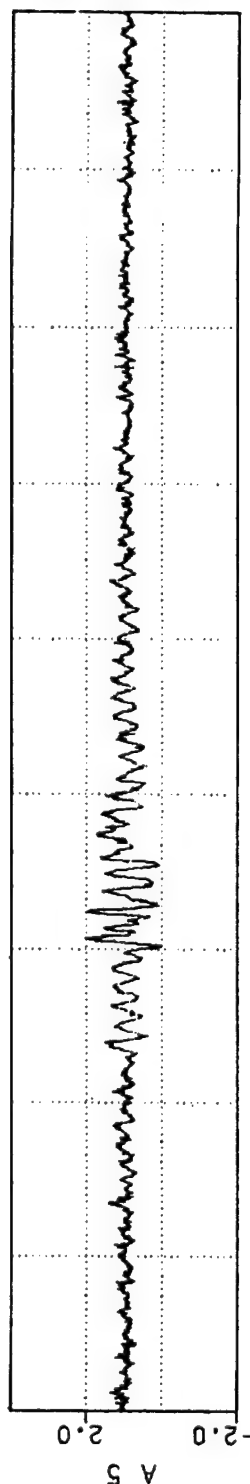
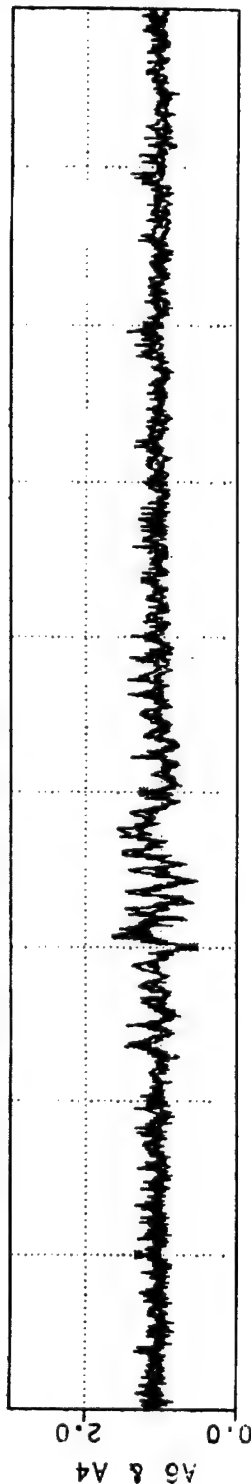
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



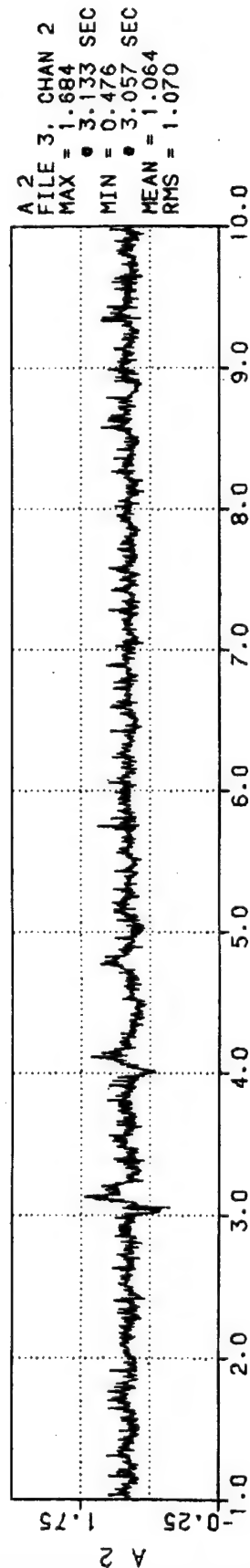
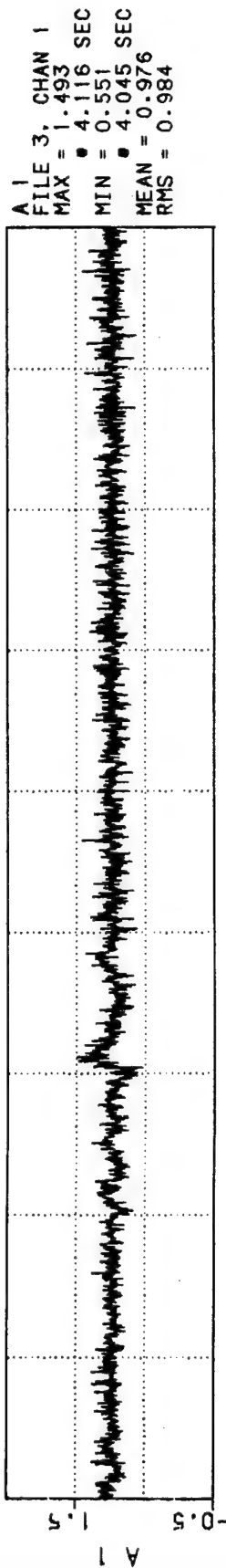
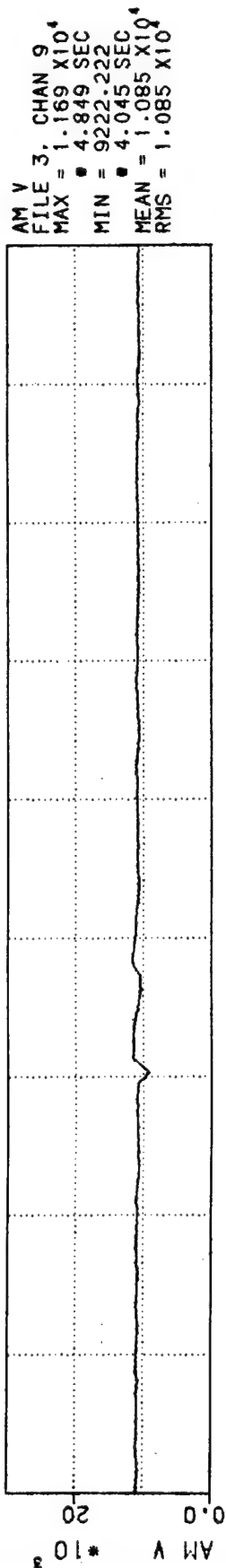
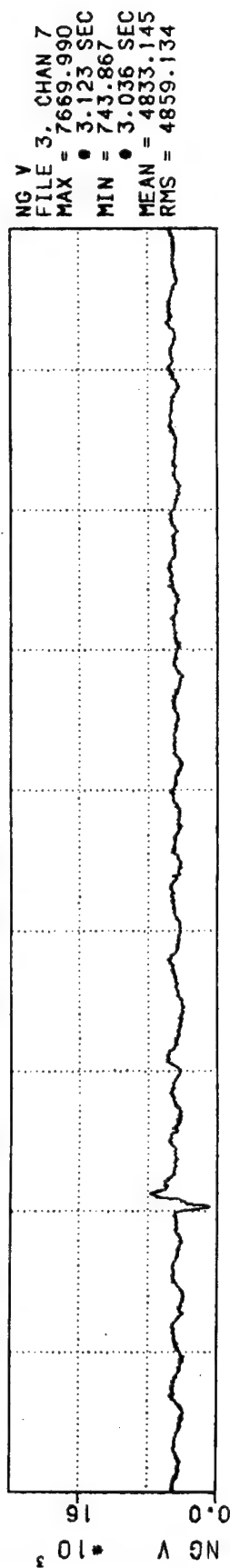
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 2 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



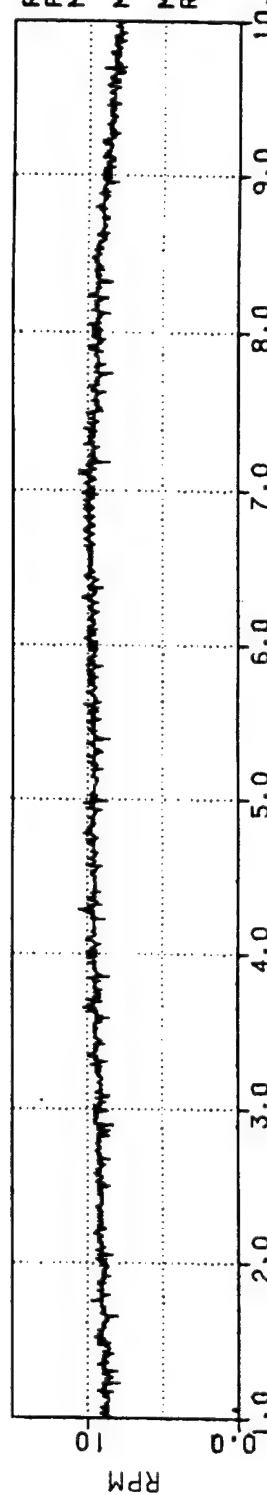
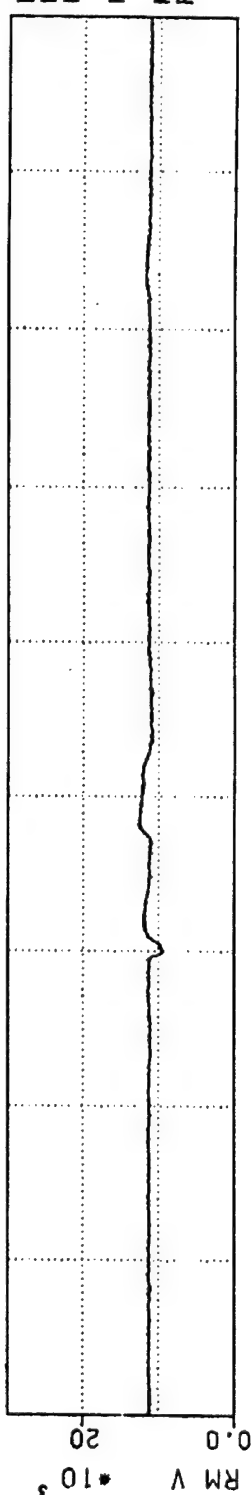
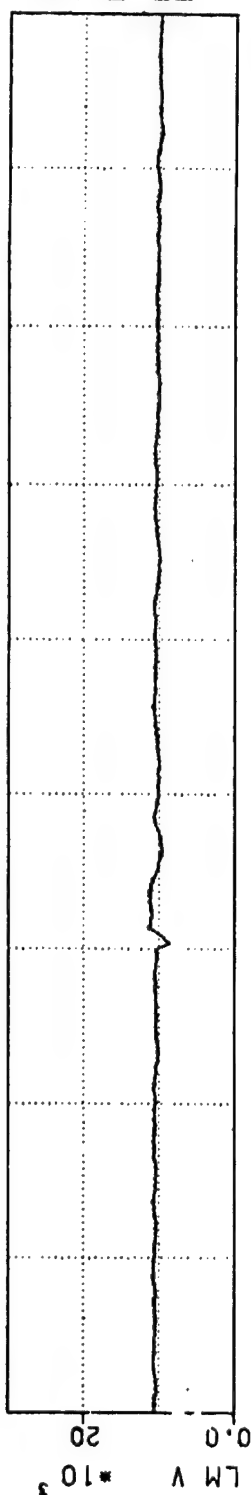
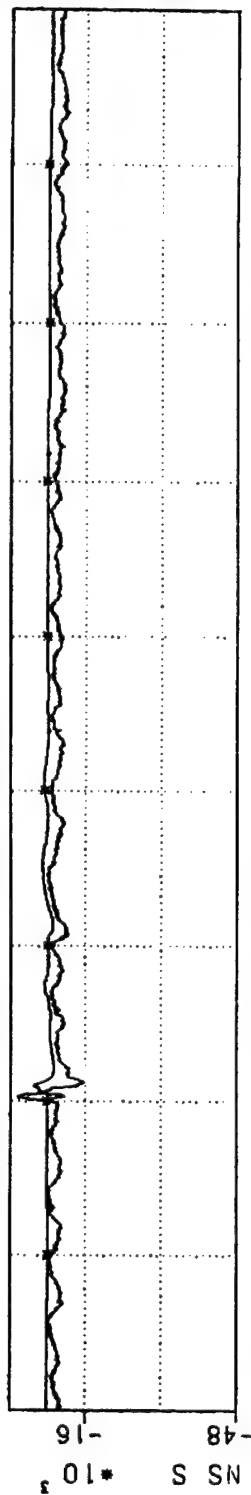
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 3 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

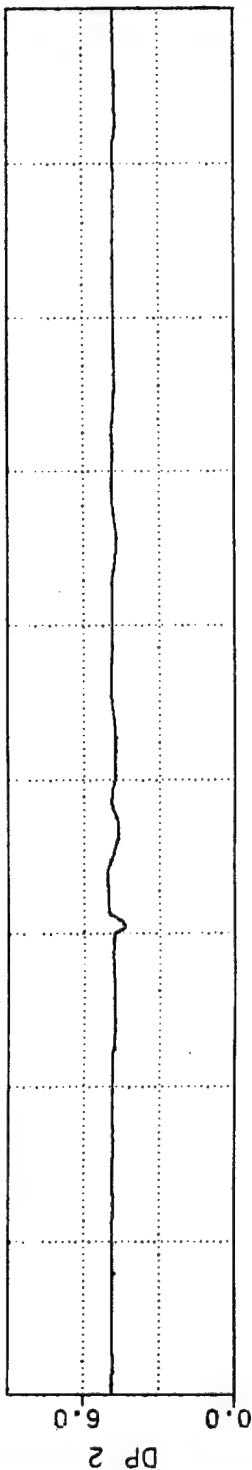
10 KNOTS : SPALL : LIGHT WEIGHT



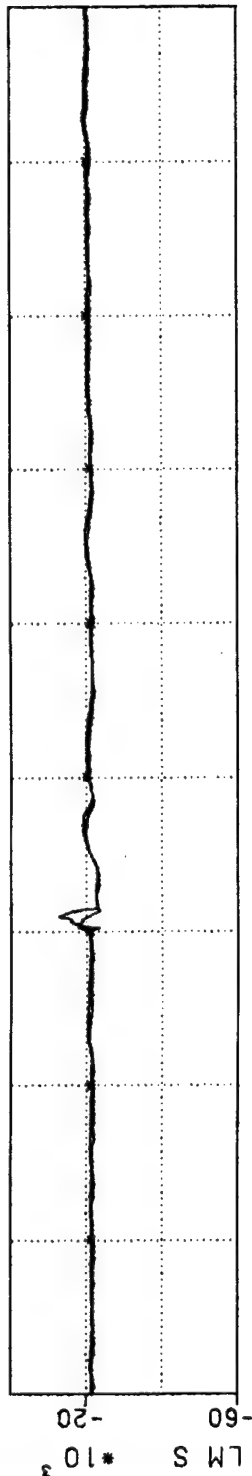
TIME - SECONDS
RUN NO. 3
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

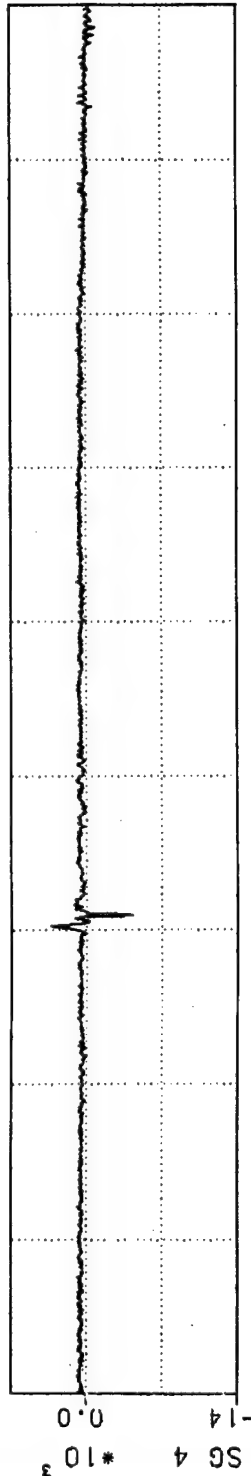
10 KNOTS : SPALL : LIGHT WEIGHT



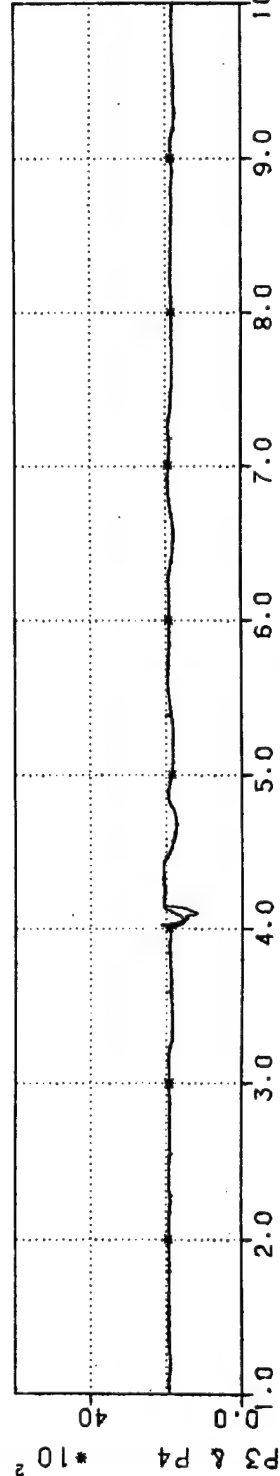
DP 2
FILE 3, CHAN 22
MAX = 5.060
MIN = 4.367 SEC
MEAN = 4.050 SEC
RMS = 4.823
RMS = 4.824



LM S
FILE 3, CHAN 9
MAX = -1.760 X10⁴
MIN = -2.351 X10⁴
MEAN = -2.133 X10⁴
RMS = 2.134 X10⁴



SG 4
FILE 3, CHAN 10
MAX = 3340.736
MIN = -4308.957
MEAN = 4.096 SEC
RMS = 432.685
RMS = 551.628



P3 & P4
FILE 3, CHAN 15
MAX = 2089.786
MIN = 1510.891
MEAN = 1879.818
RMS = 1881.003

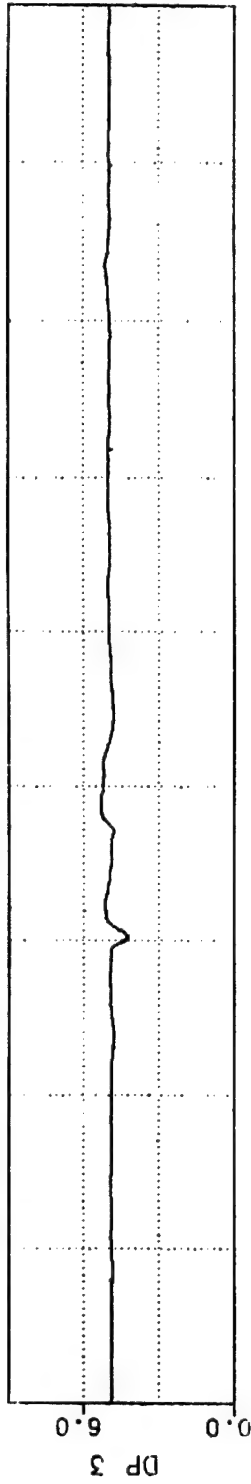
TIME - SECONDS

DELTA T (MSEC) = 5.120

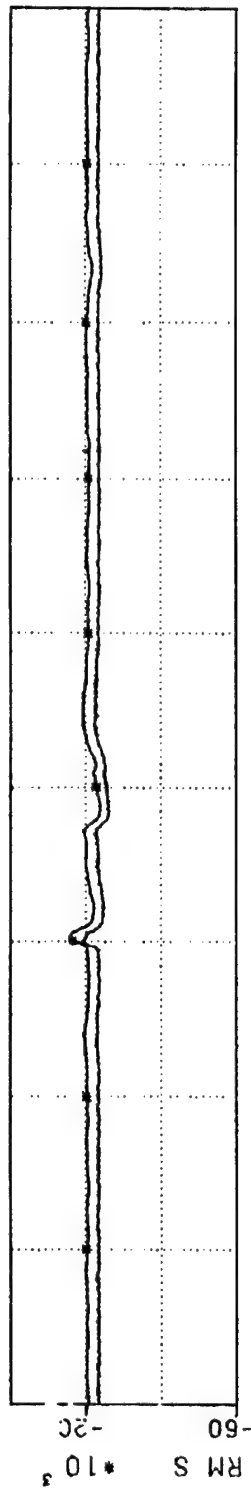
RUN NO. 3 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

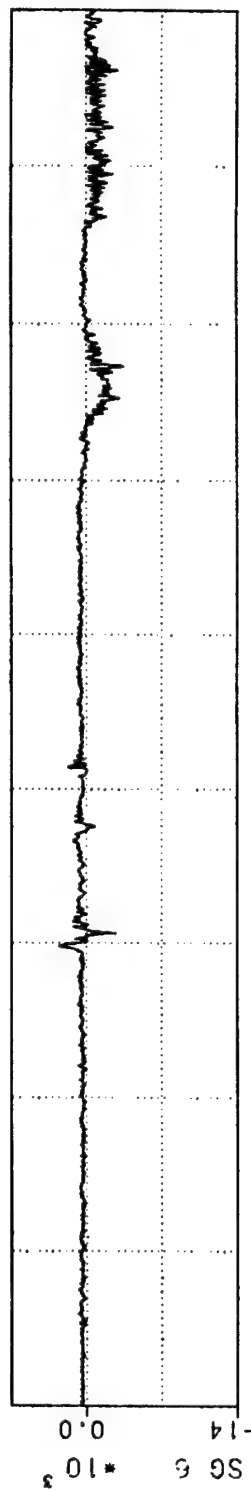
10 KNOTS : SPALL : LIGHT WEIGHT



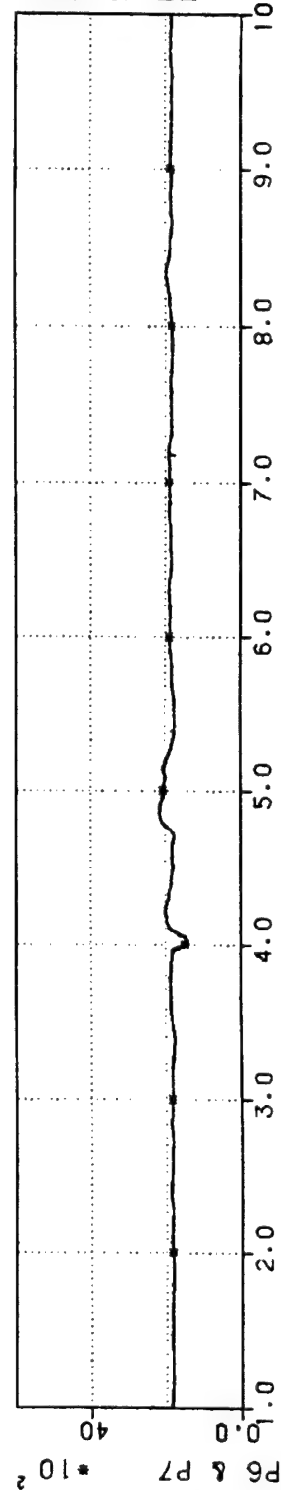
DP 3
FILE 3, CHAN 23
MAX = 5.304
MIN = 4.854 SEC
MEAN = 4.223
RMS = 4.014 SEC
RMS = 4.940



RM S
FILE 3, CHAN 11
MAX = -1.885 X10⁴
MIN = -2.636 X10⁴
MEAN = -2.344 X10⁴
RMS = 2.345 X10⁴



SG 6
FILE 3, CHAN 12
MAX = 2564.410
MIN = -3446.695
MEAN = 131.253
RMS = 715.637



P6 & P7
FILE 3, CHAN 18
MAX = 2158.169
MIN = 1410.918
MEAN = 1855.048
RMS = 1856.451

TIME - SECONDS

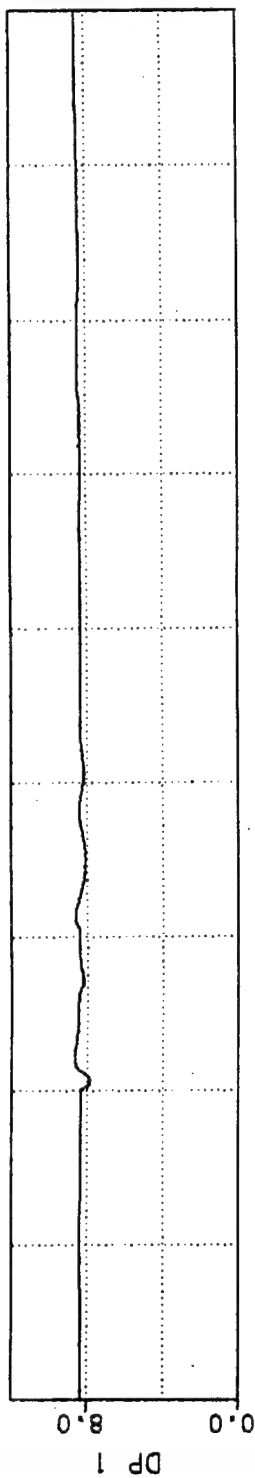
DELTA T (MSEC) = 5.120

RUN NO. 3 PAGE NO. 4

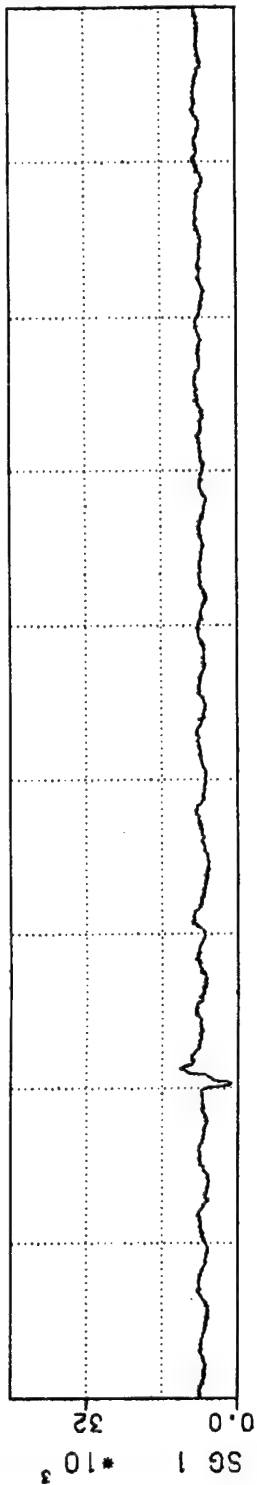
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT

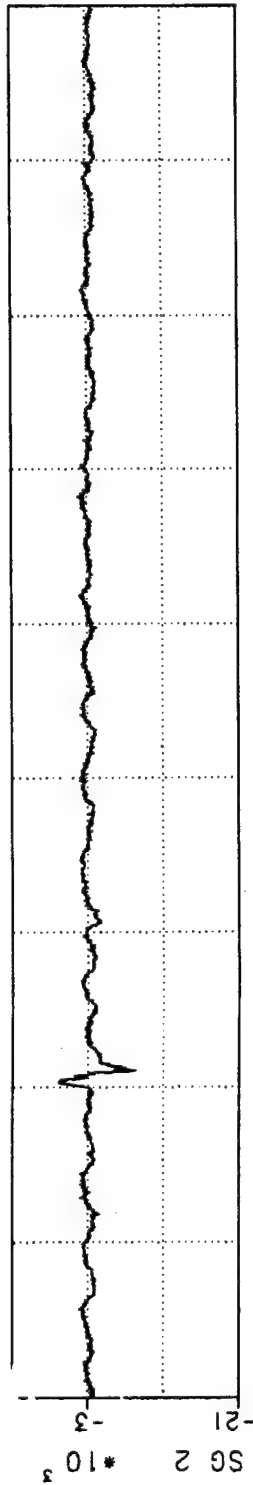
DP 1
FILE 3, CHAN 21
MAX = 8.637
MIN = 7.842
MEAN = 8.363
RMS = 8.364



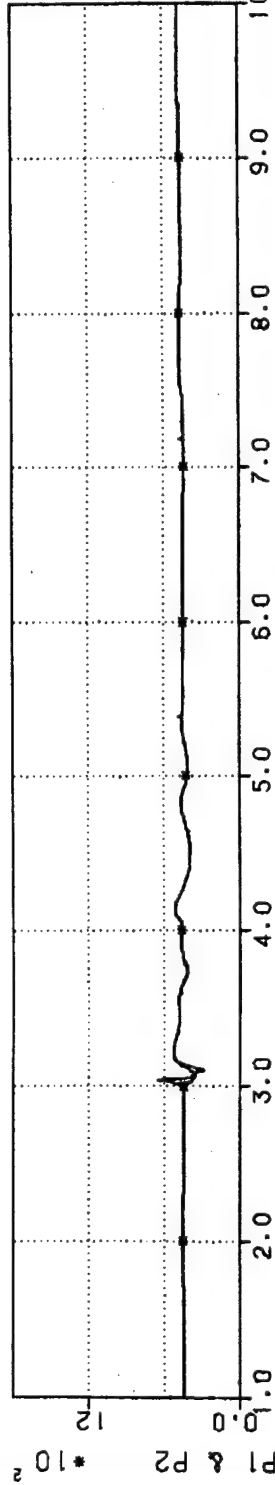
SG 1
FILE 3, CHAN 7
MAX = 1.216 X10⁴
MIN = 1134.250
MEAN = 7684.858
RMS = 7729.534



SG 2
FILE 3, CHAN 8
MAX = 527.828
MIN = -8784.125
MEAN = -3197.183
RMS = 3250.611



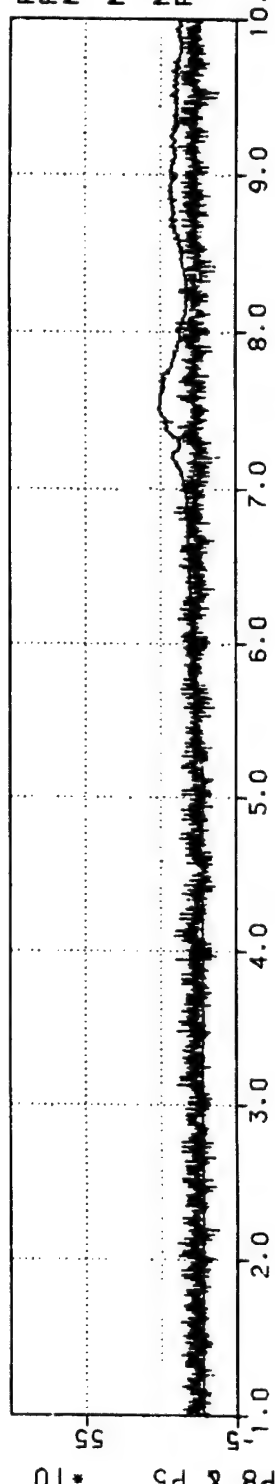
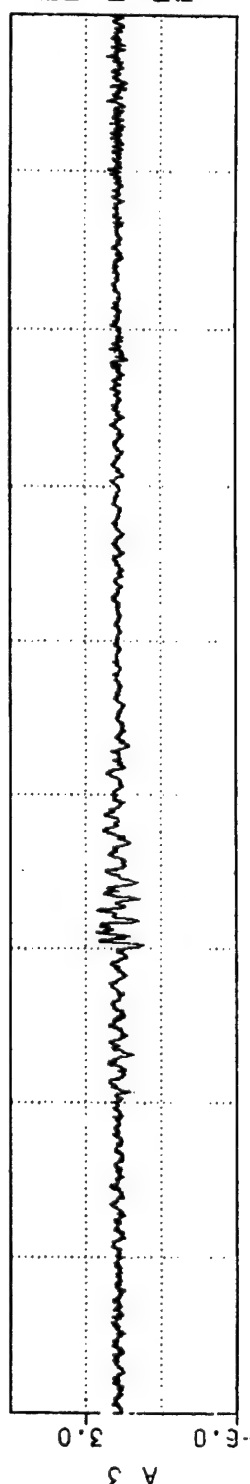
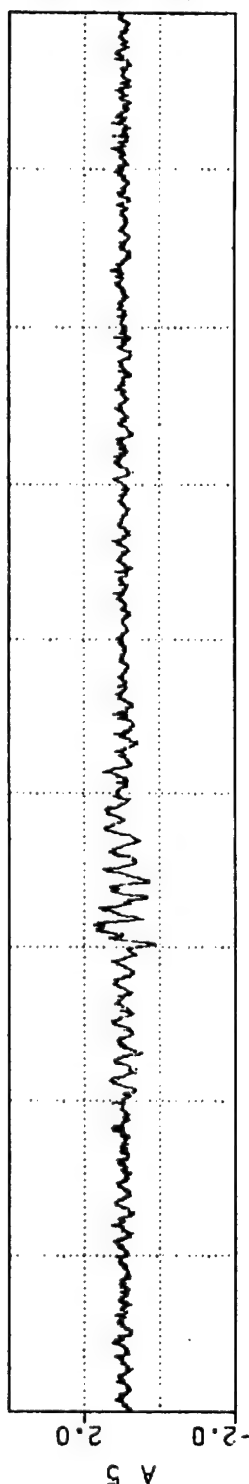
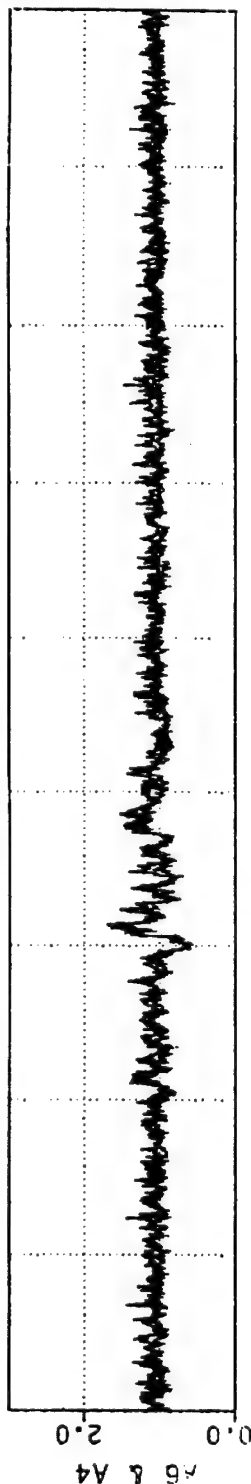
P1 & P2
FILE 3, CHAN 13
MAX = 523.345
MIN = 357.042
MEAN = 455.779
RMS = 456.318



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 3 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

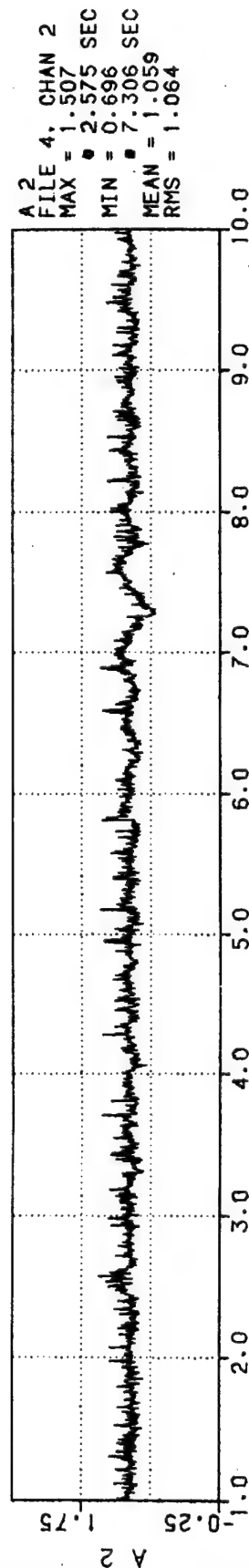
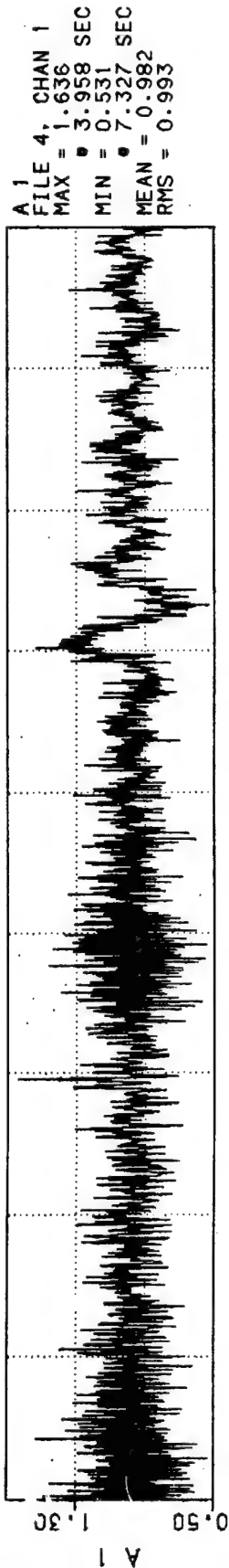
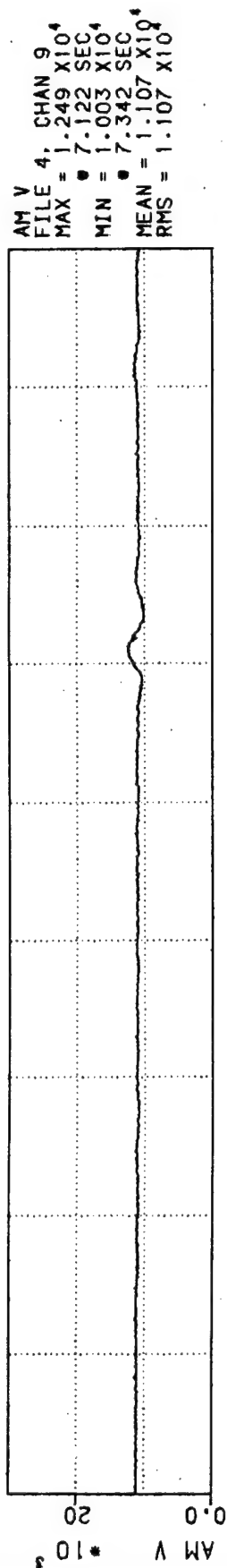
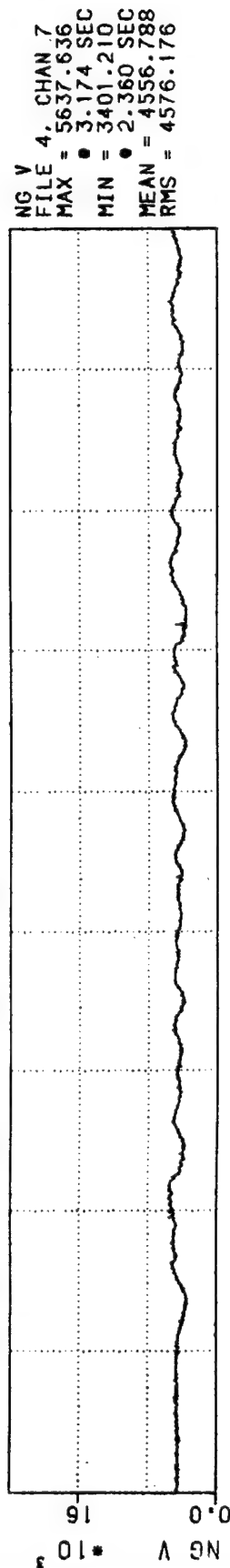
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 3
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

7 KNOTS : SPALL : LIGHT WEIGHT

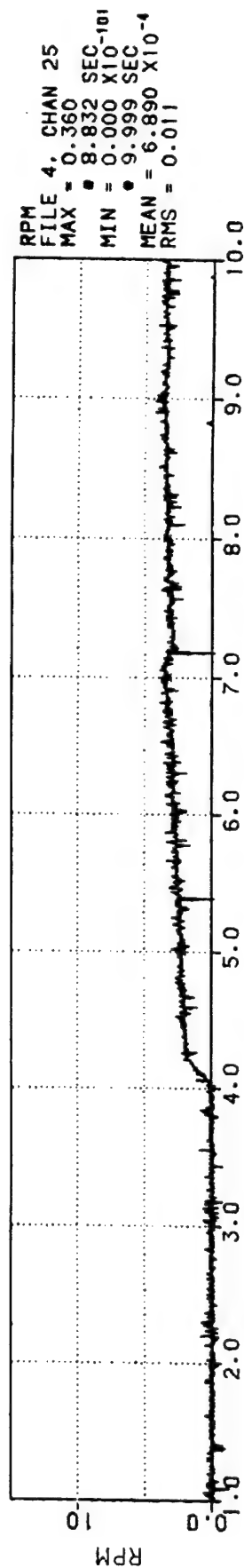
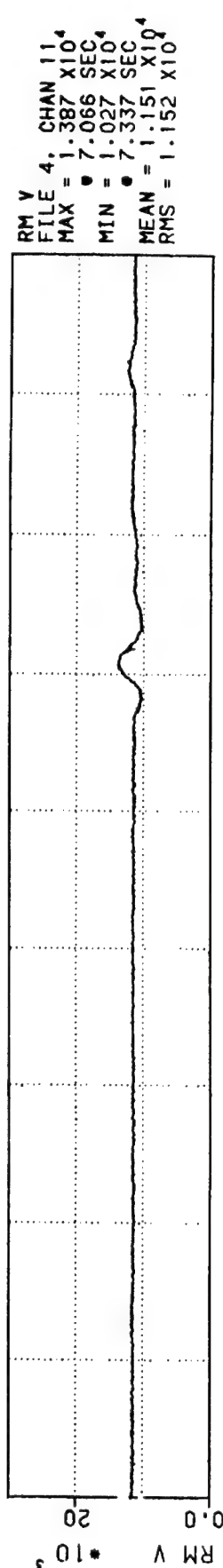
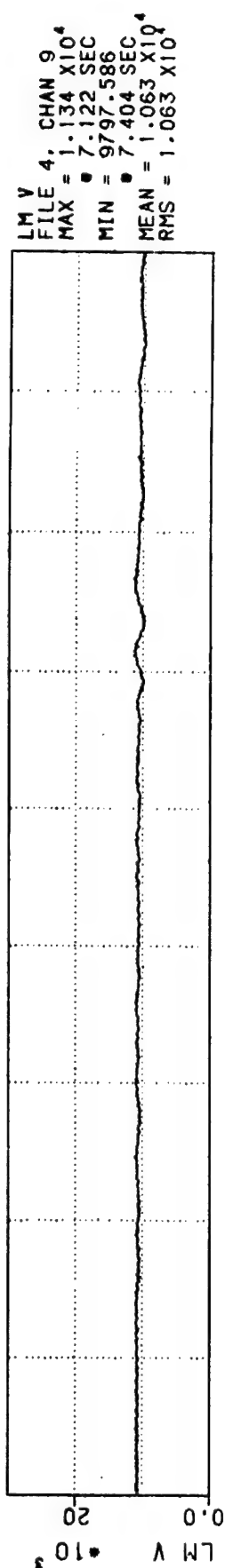
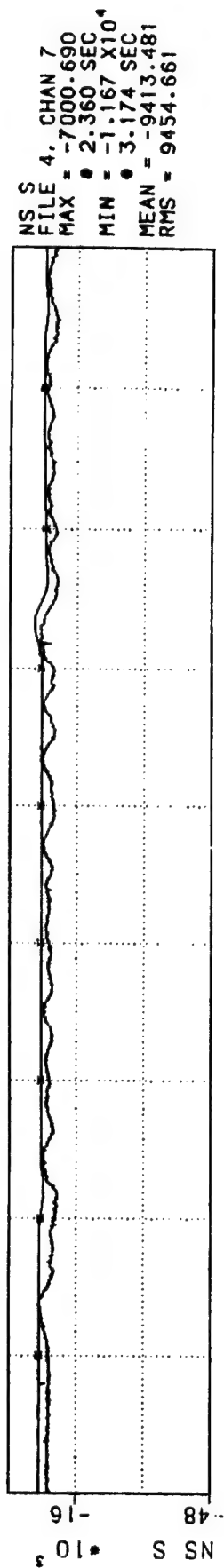


TIME - SECONDS

DELTA T (MSEC) = 5.120

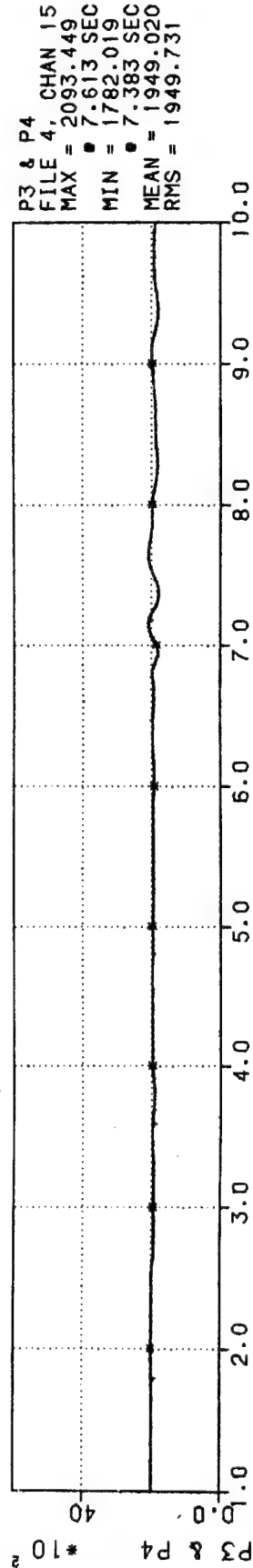
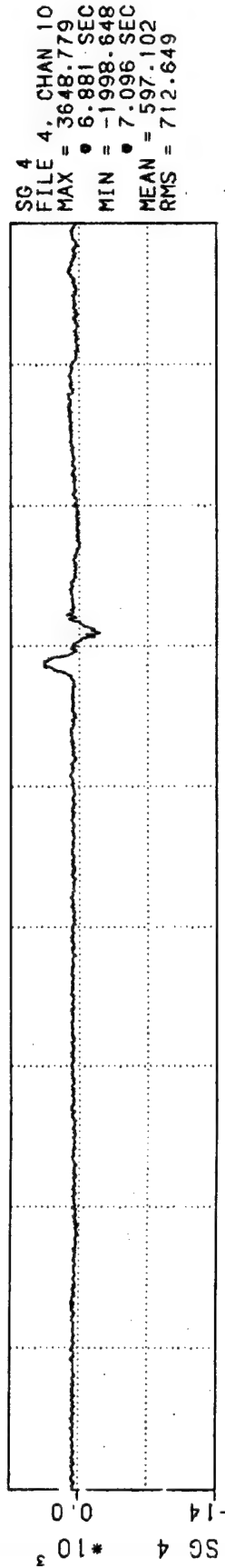
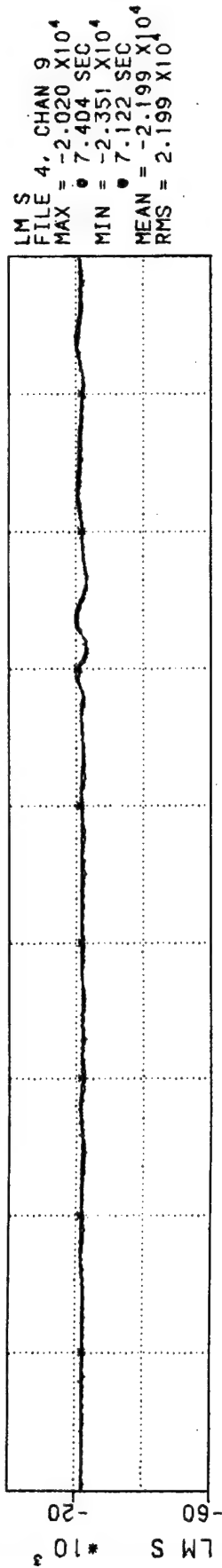
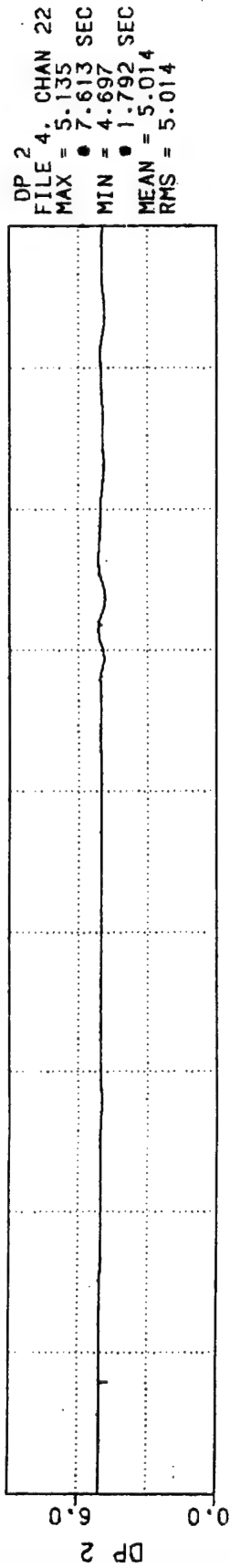
RUN NO. 4 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 4 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 4 PAGE NO. 2 DELTA T (MSEC) = 5.120

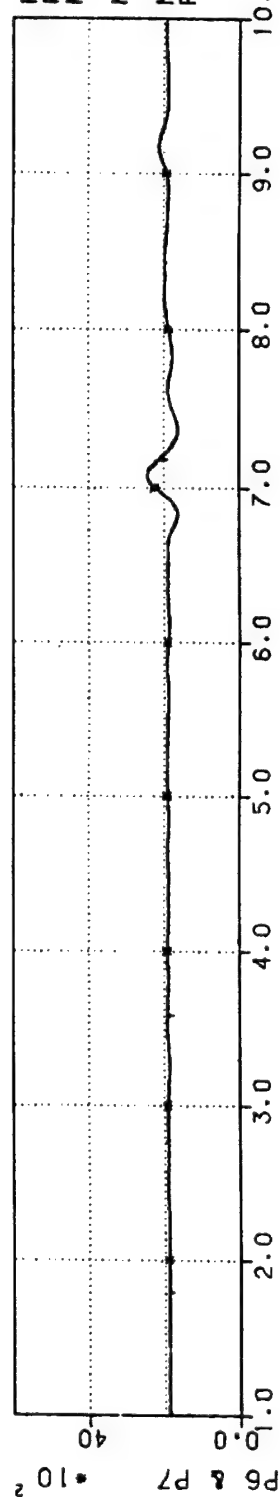
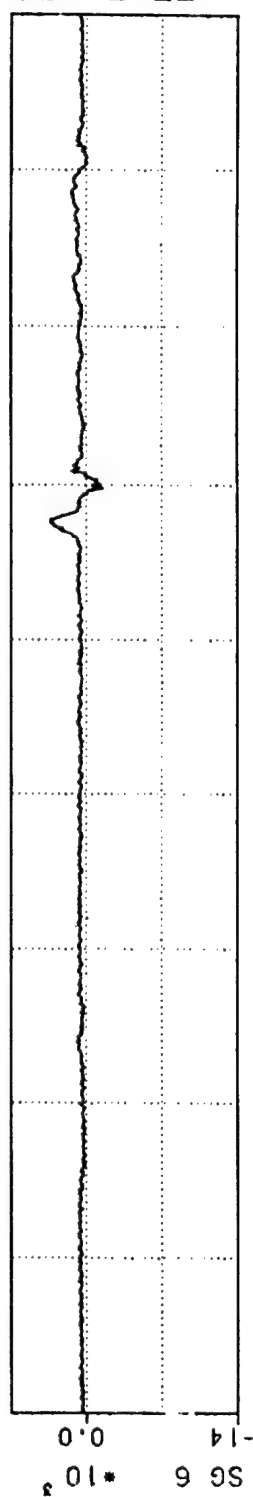
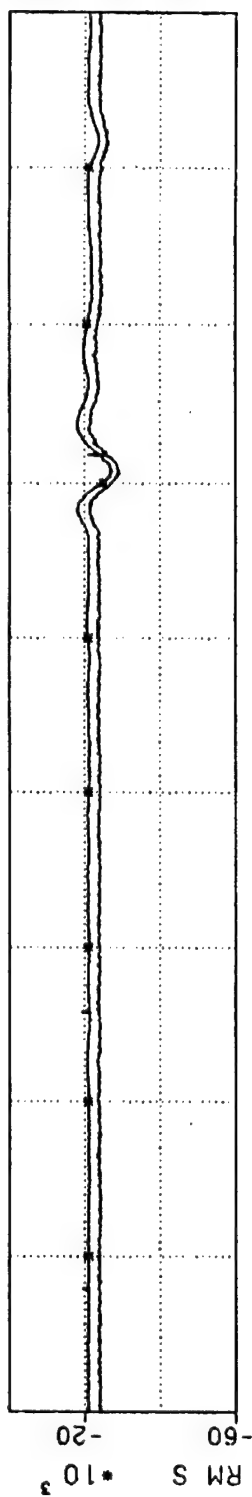
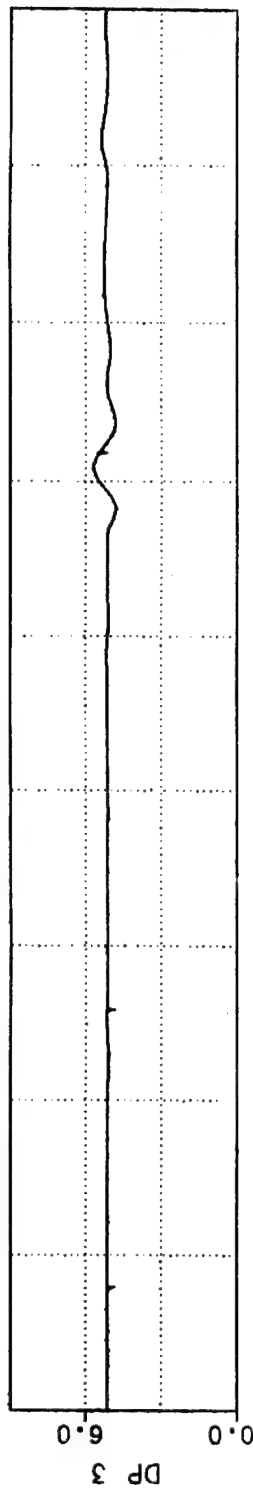
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 4 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
 DELTA T (MSEC) = 5.120
 RUN NO. 4 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

KNOTS : SPALL : LIGHT WEIGHT



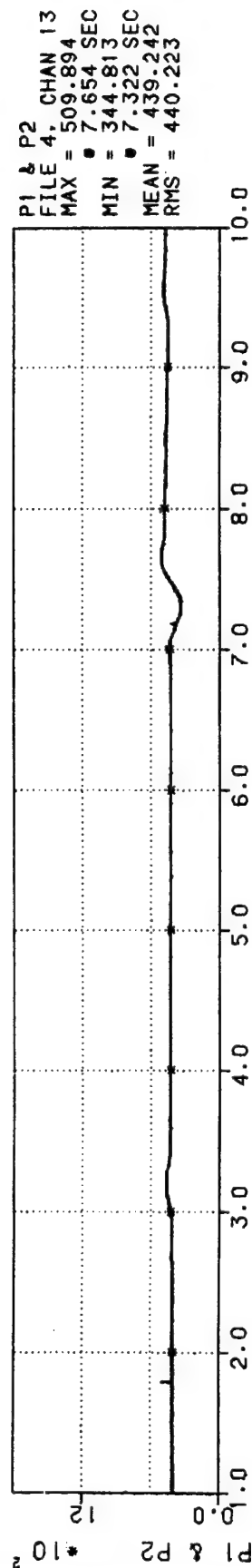
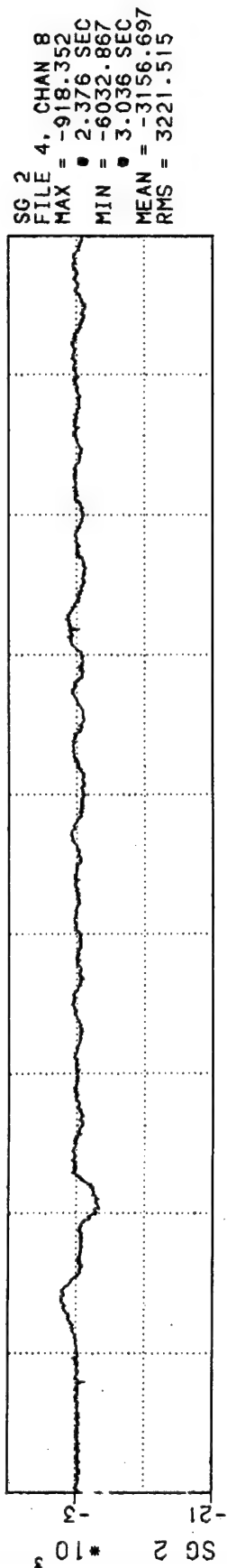
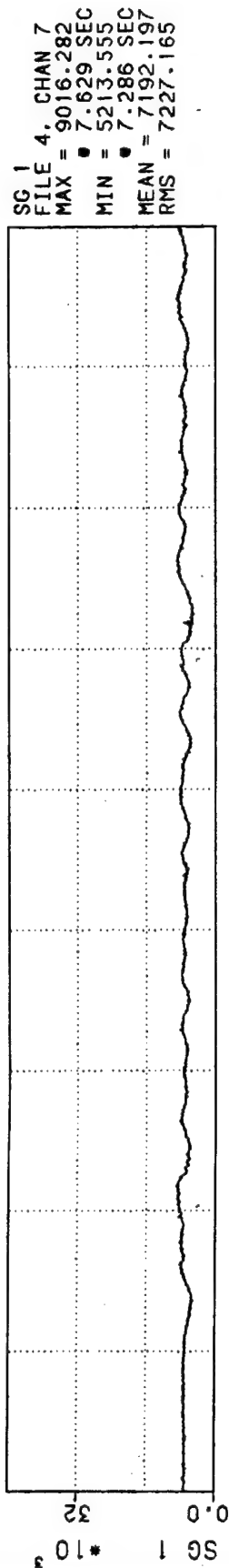
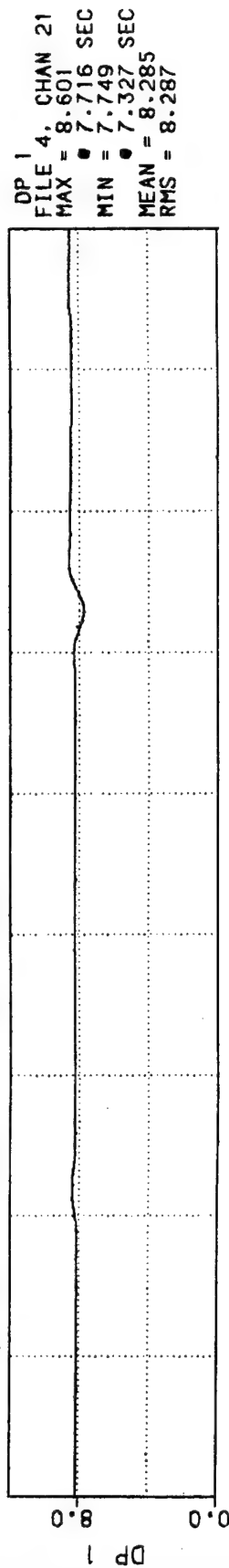
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

4 KNOTS : SPALL : LIGHT WEIGHT



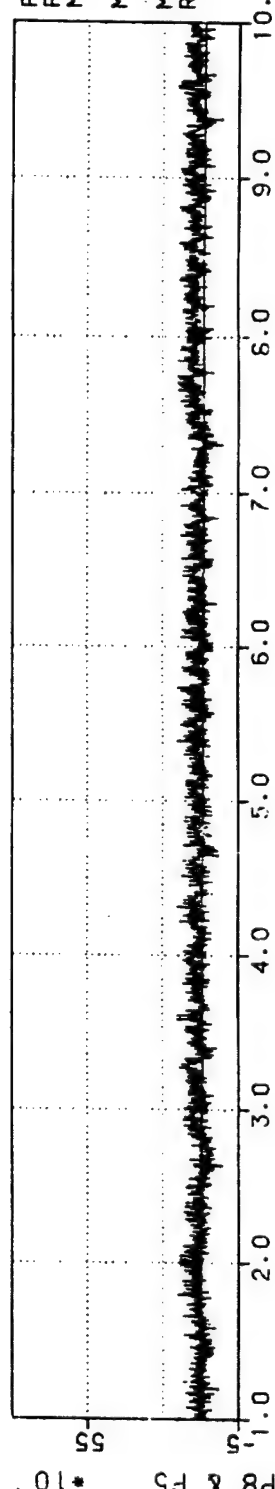
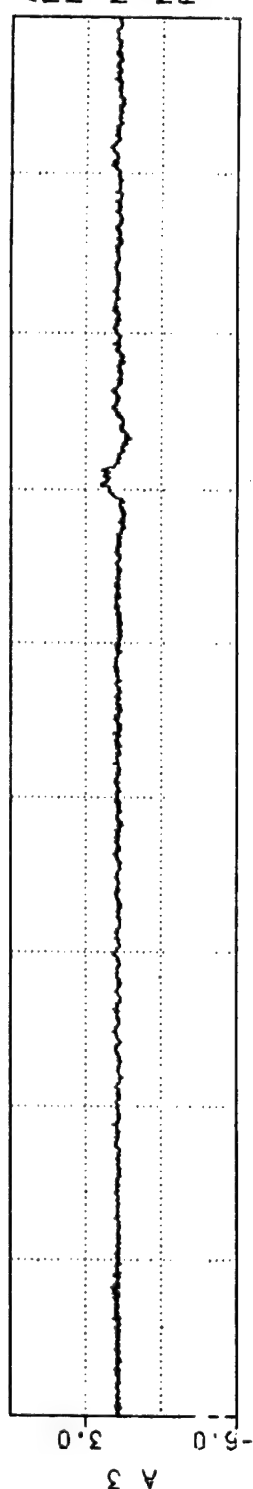
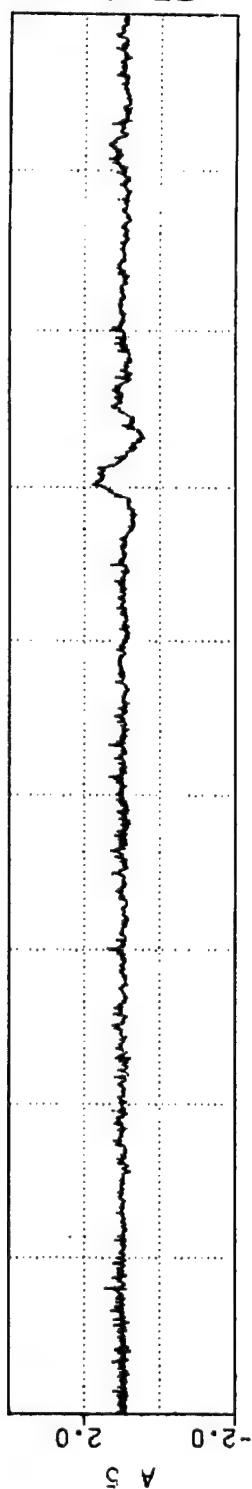
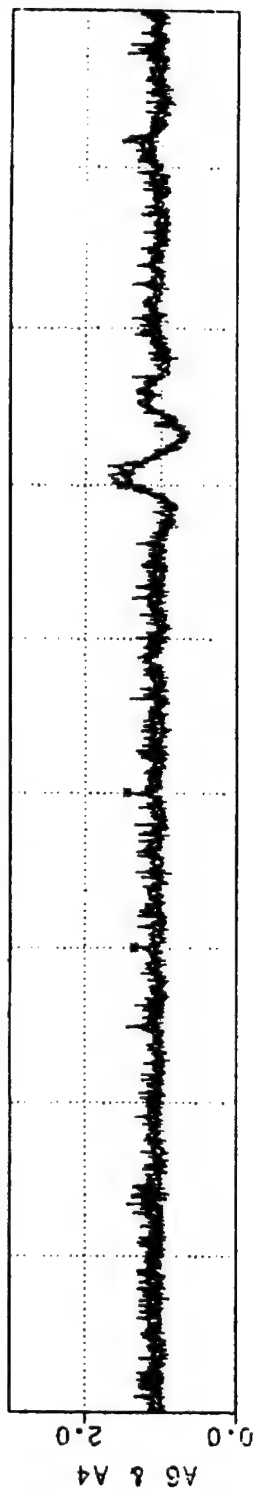
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 4 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

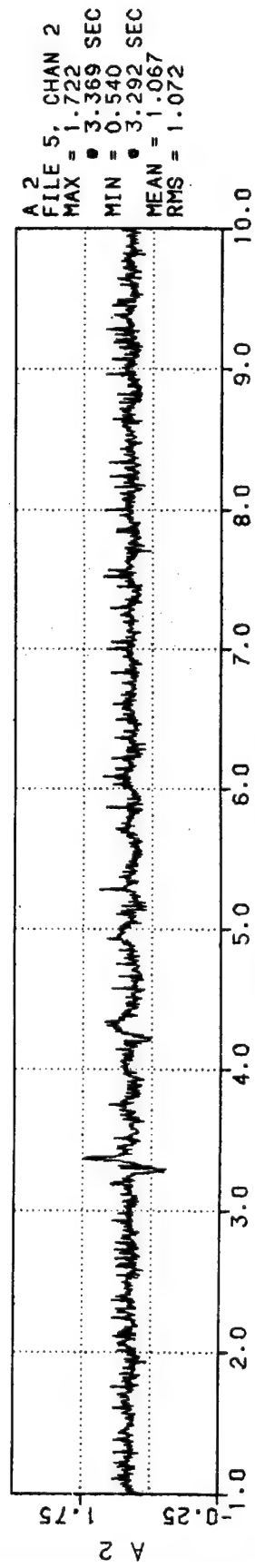
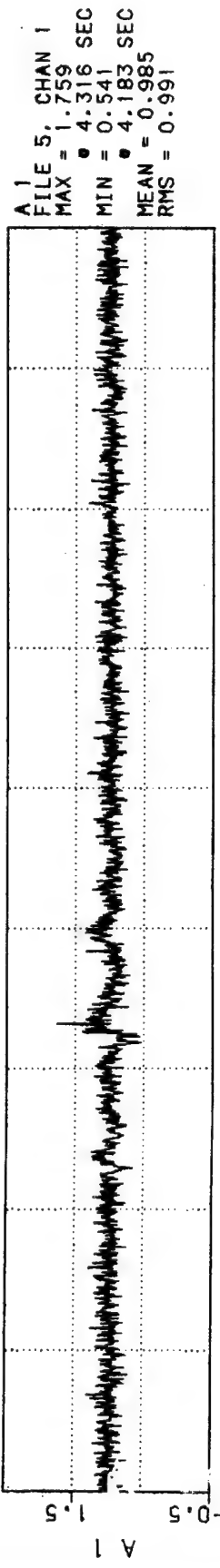
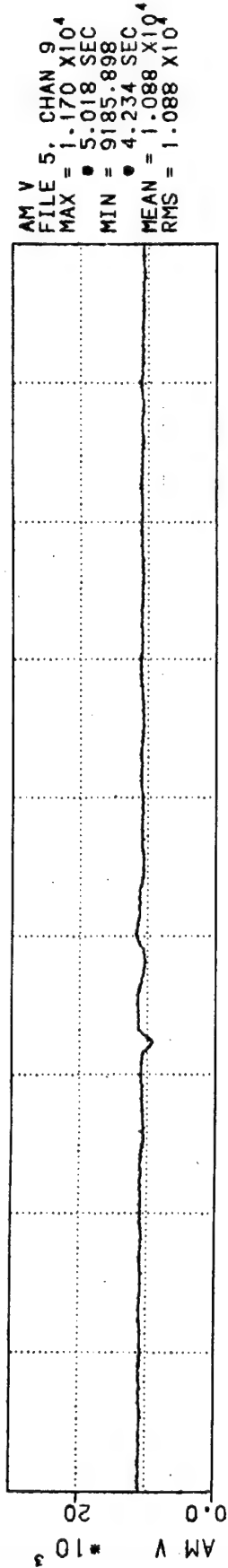
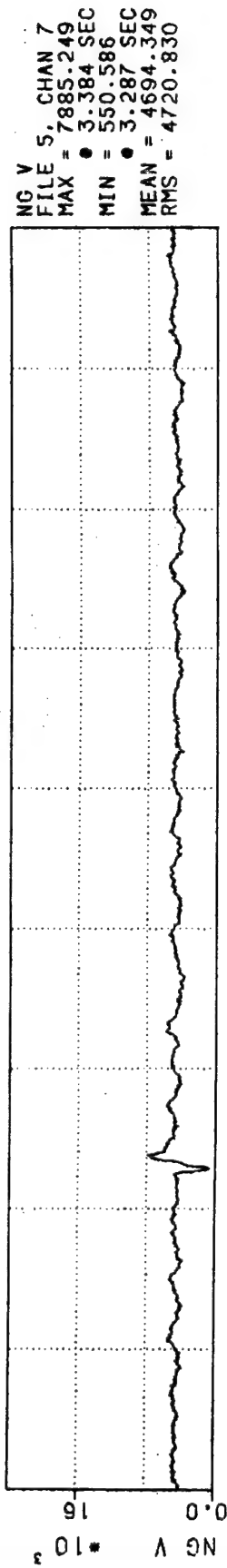
4 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 4 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

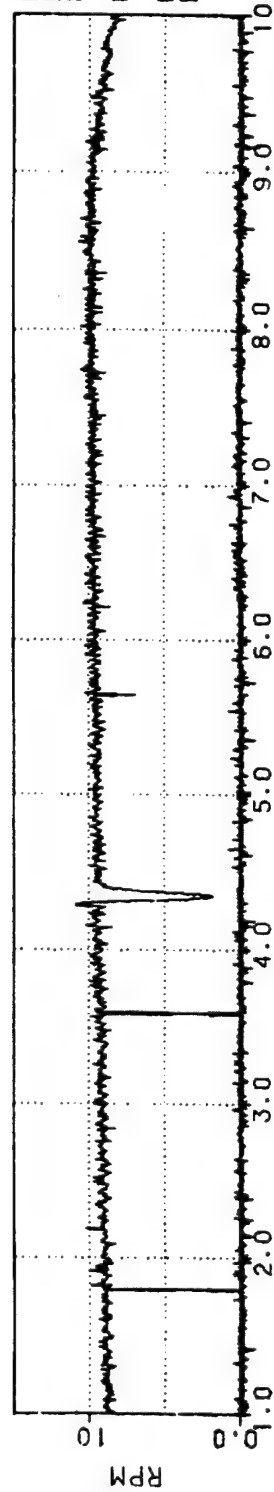
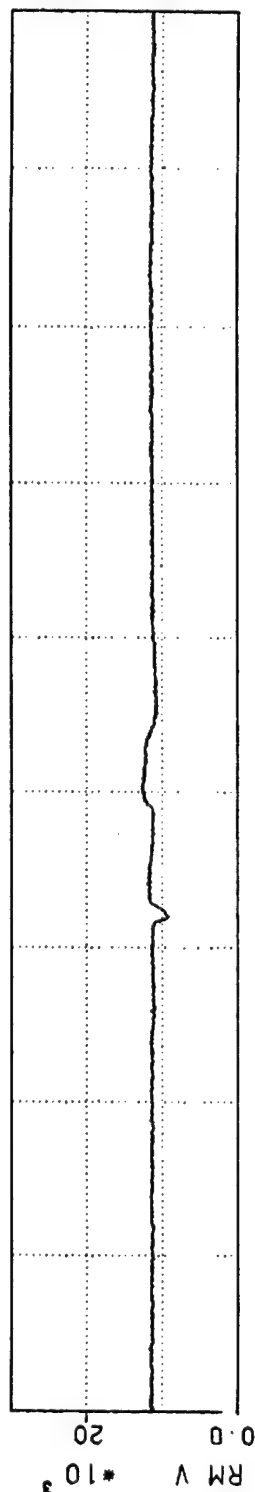
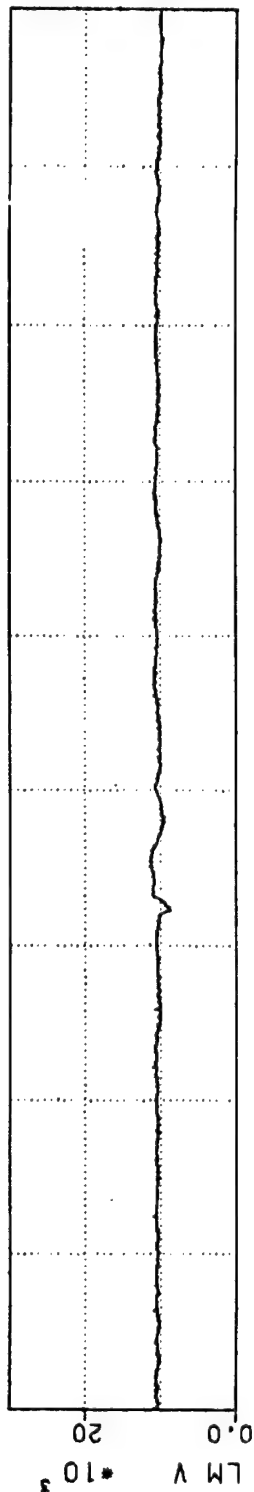
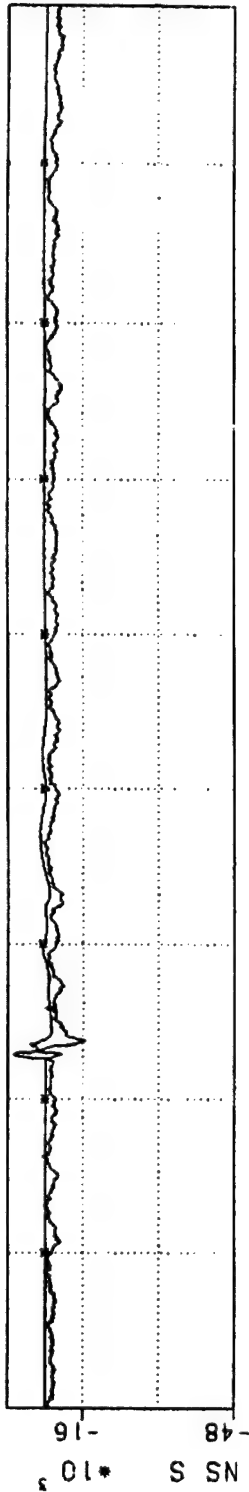
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 5
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

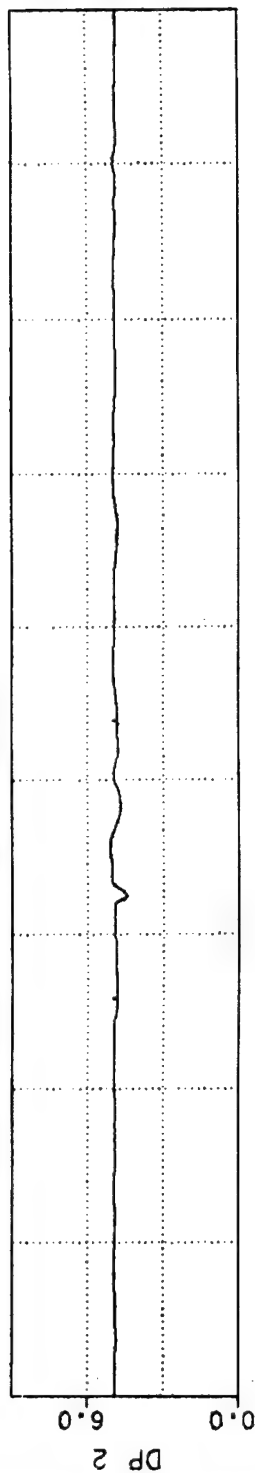
10 KNOTS : SPALL : LIGHT WEIGHT



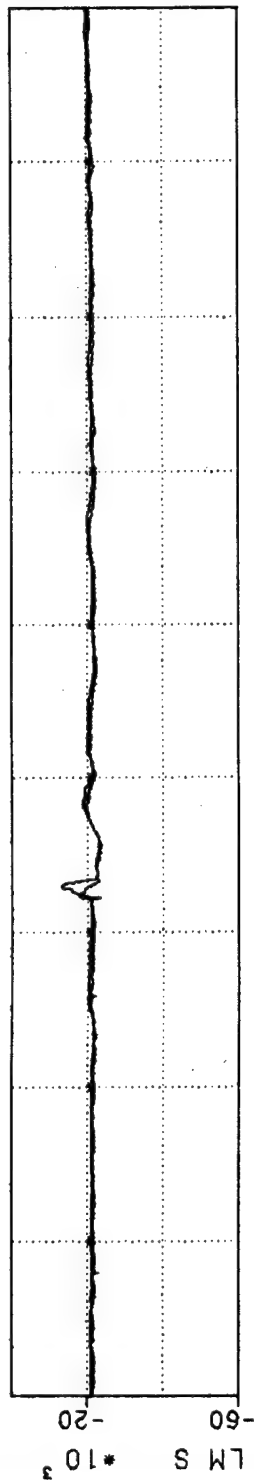
TIME - SECONDS
 RUN NO. 5
 PAGE NO. 2
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

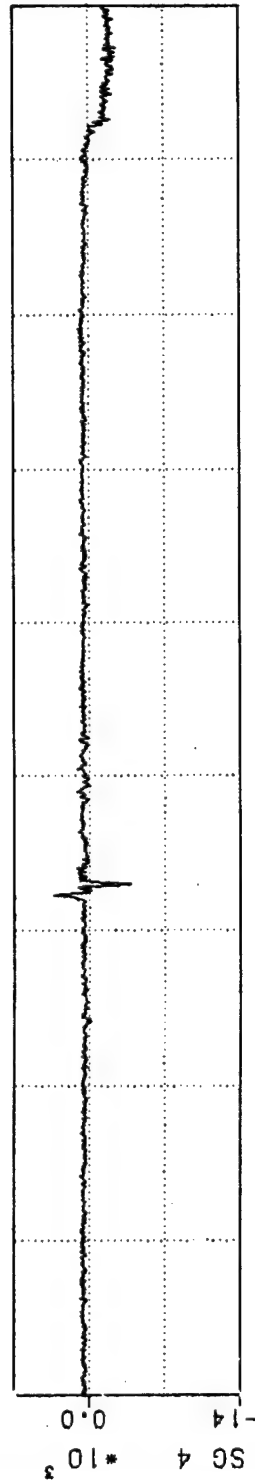
10 KNOTS : SPALL : LIGHT WEIGHT



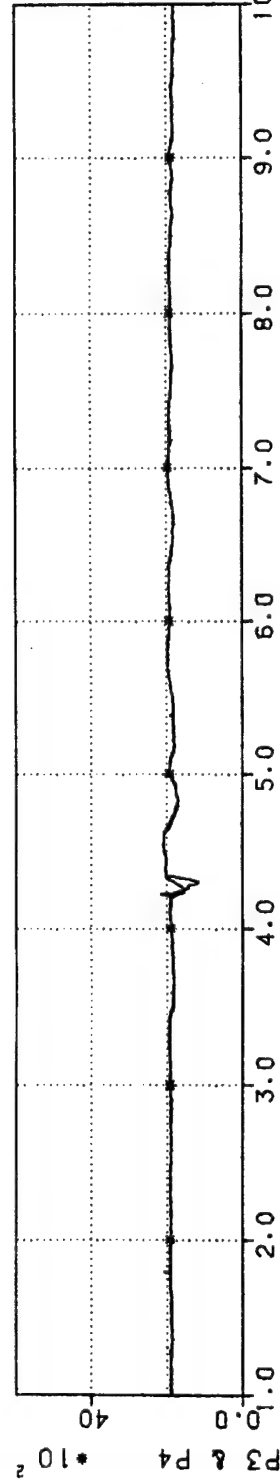
DP 2
FILE 5, CHAN 22
MAX = 5.100
MIN = 4.552 SEC
MEAN = 4.452
RMS = 4.250 SEC
RMS = 4.897



LM S
FILE 5, CHAN 9
MAX = -1.790 X10⁴
MIN = -2.345 X10⁴
MEAN = -2.145 X10⁴
RMS = 2.145 X10⁴



SG 4
FILE 5, CHAN 10
MAX = 3289.396
MIN = -3744.215
MEAN = 4.301 SEC
RMS = 308.291
RMS = 756.938



P3 & P4
FILE 5, CHAN 15
MAX = 2082.458
MIN = 1521.883
MEAN = 1884.366
RMS = 1885.348

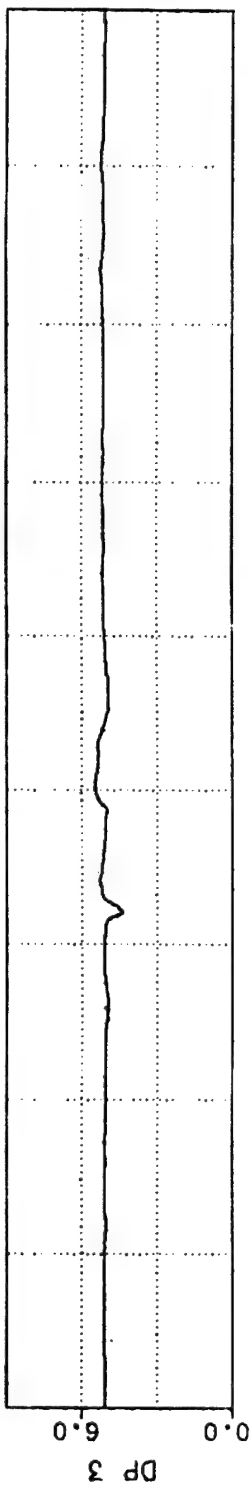
TIME - SECONDS

DELTA T (MSEC) = 5.120

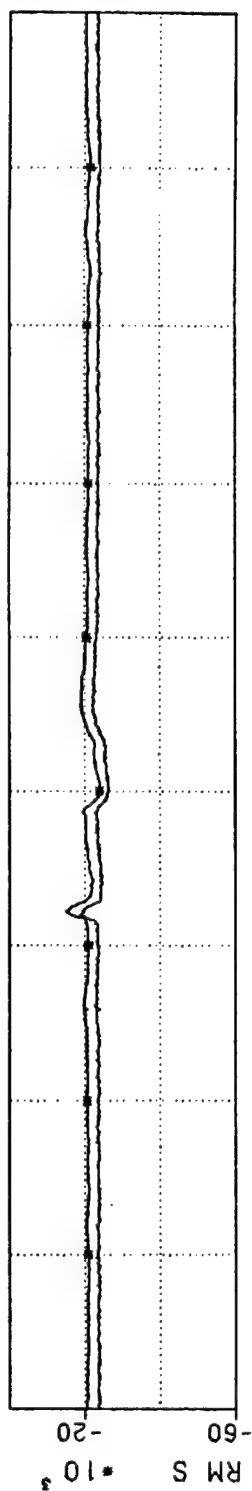
RUN NO. 5 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

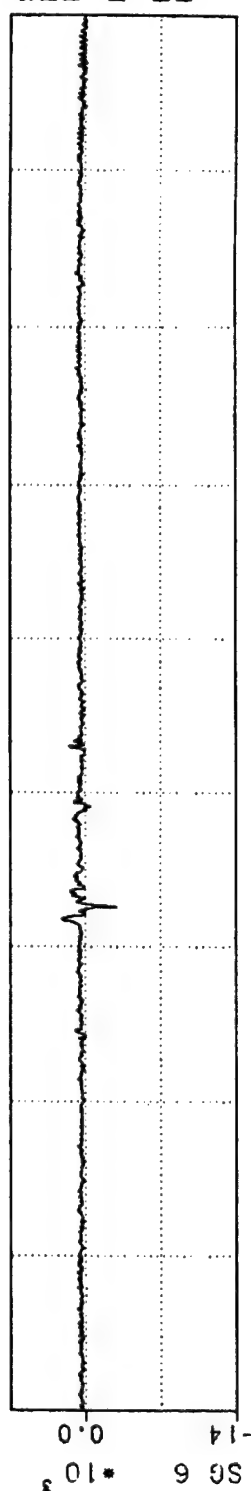
10 KNOTS : SPALL : LIGHT WEIGHT



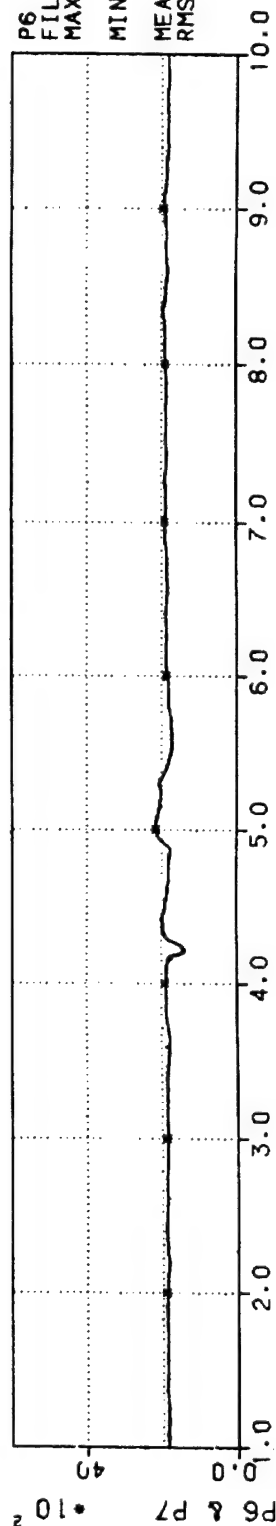
DP 3
FILE 5, CHAN 23
MAX = 5.468
MIN = 5.043 SEC
MEAN = 4.372
RMS = 4.209 SEC
RMS = 5.110



RM S
FILE 5, CHAN 11
MAX = -1.870 X10⁴
MIN = -2.641 X10⁴
MEAN = -2.356 X10⁴
RMS = 2.357 X10⁴



SG 6
FILE 5, CHAN 12
MAX = 2237.441
MIN = -2993.977
MEAN = 440.634
RMS = 502.127



P6 & P7
FILE 5, CHAN 18
MAX = 2170.359
MIN = 1390.195
MEAN = 1870.015
RMS = 1871.483

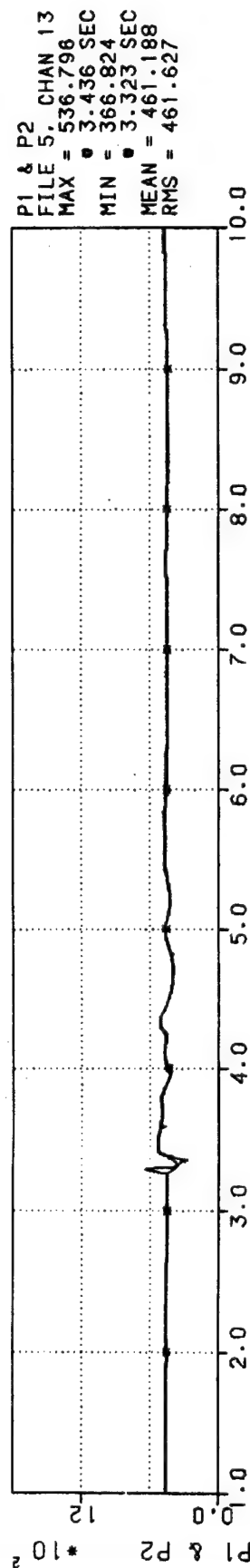
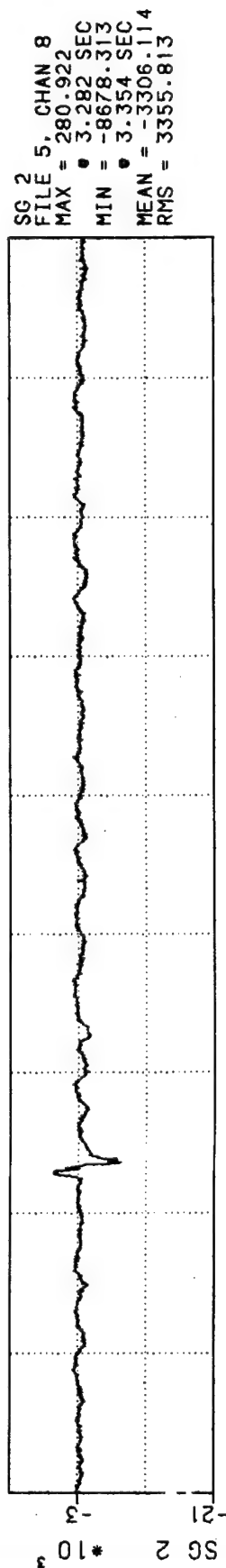
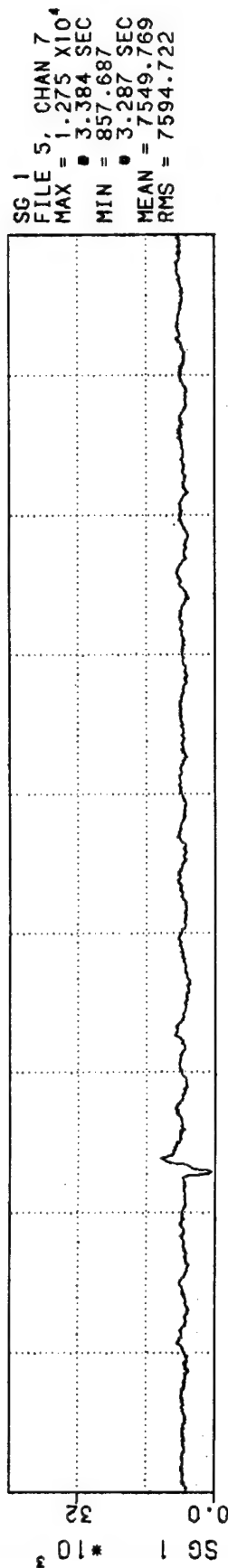
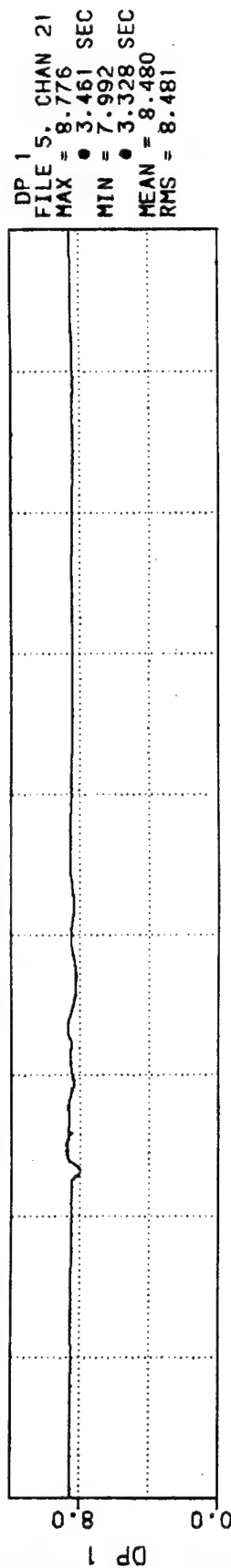
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 5 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



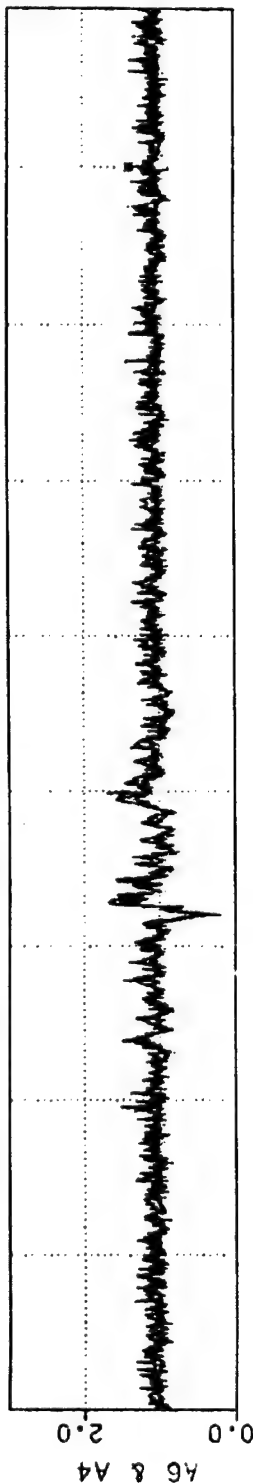
TIME - SECONDS

DELTA T (MSEC) = 5.120

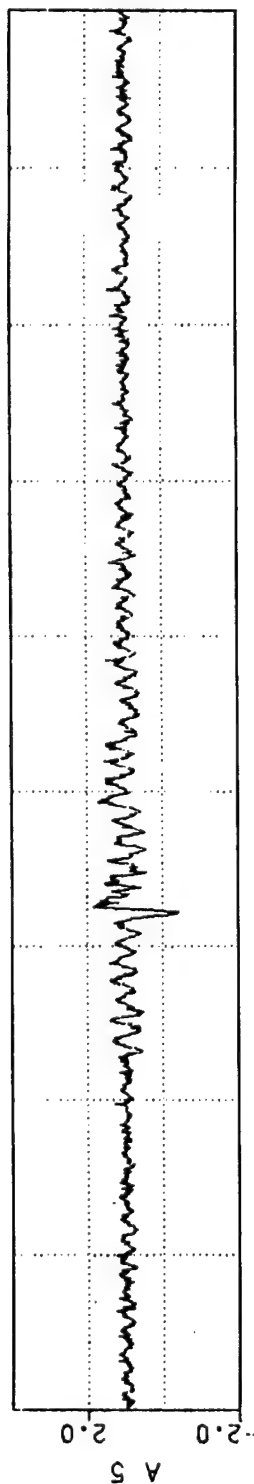
RUN NO. 5 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

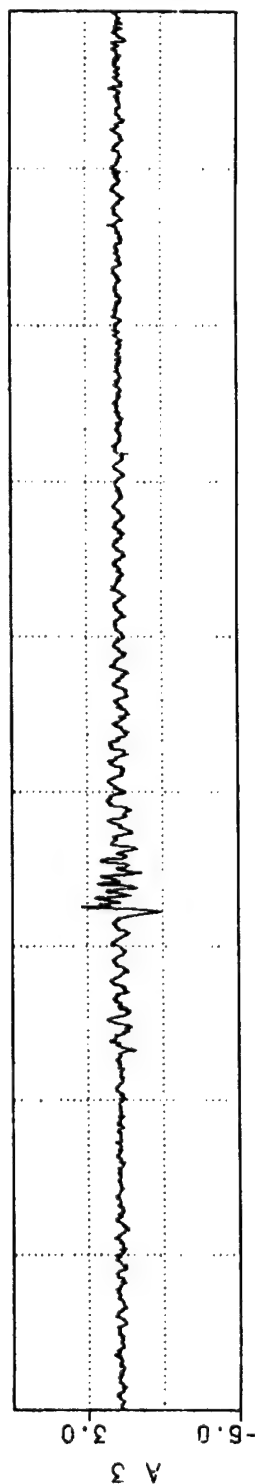
10 KNOTS : SPALL : LIGHT WEIGHT



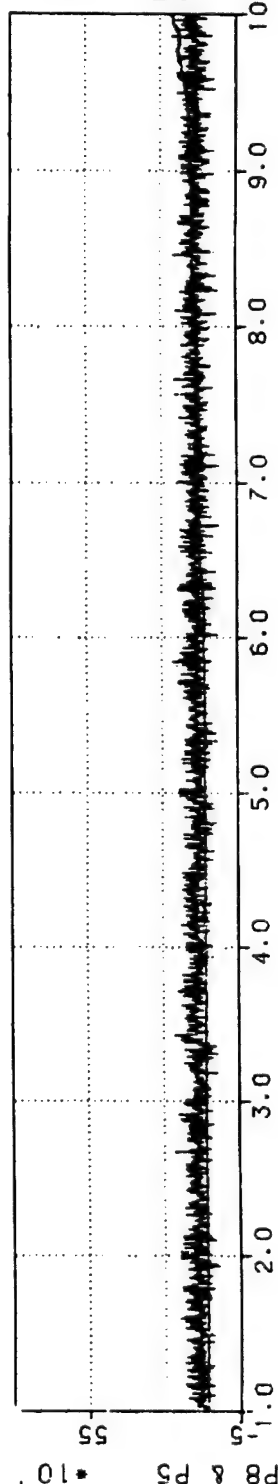
A6 & A4
FILE 5, CHAN 6
MAX = 1.521
MIN = 0.483
MEAN = 1.022
RMS = 1.027



A 5
FILE 5, CHAN 5
MAX = 1.823
MIN = -0.426
MEAN = 0.967
RMS = 0.985



A 3
FILE 5, CHAN 3
MAX = 3.325
MIN = -1.449
MEAN = 1.078
RMS = 1.119



P8 & P5
FILE 5, CHAN 20
MAX = 209.758
MIN = 70.704
MEAN = 98.794
RMS = 102.062

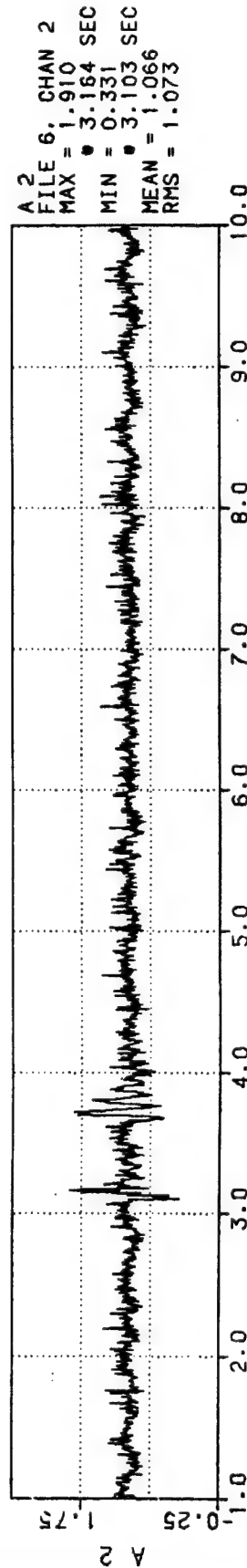
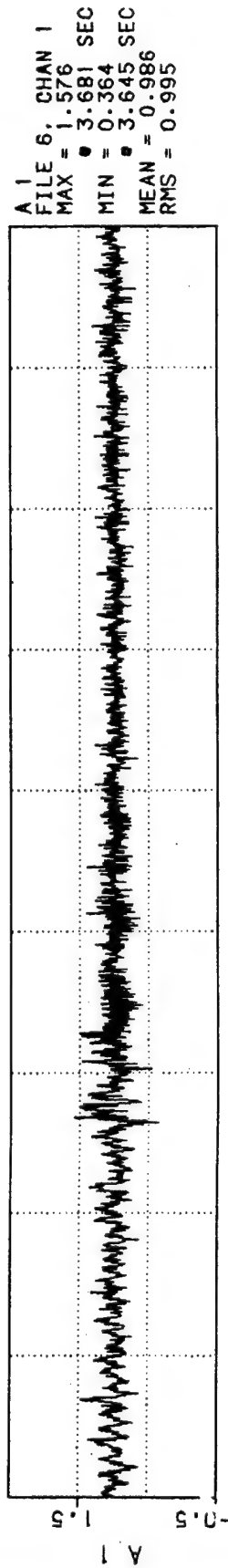
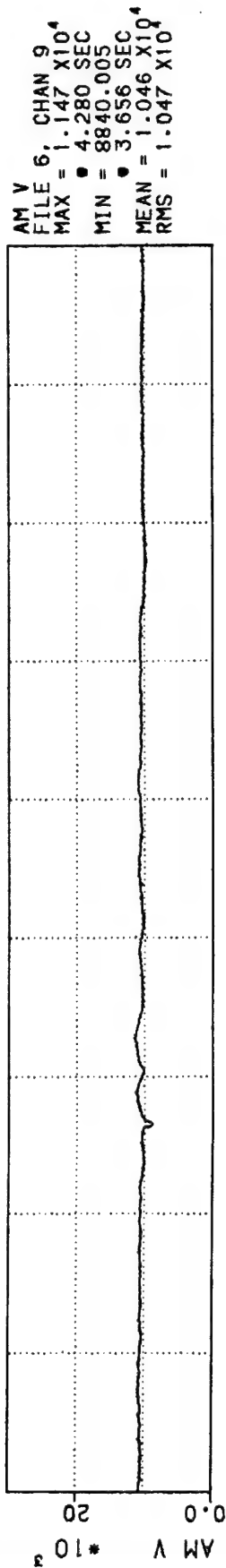
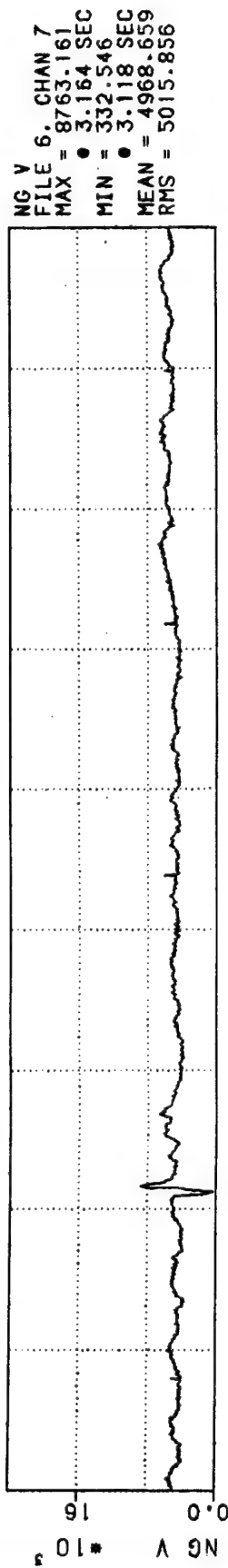
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 5 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



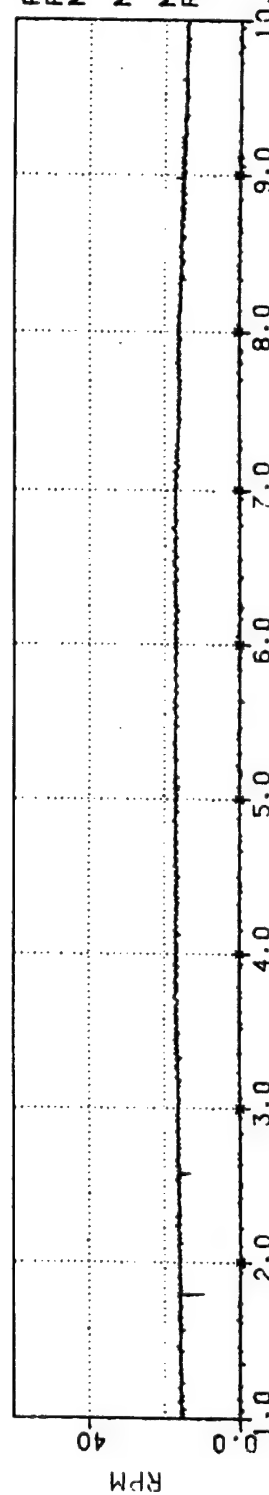
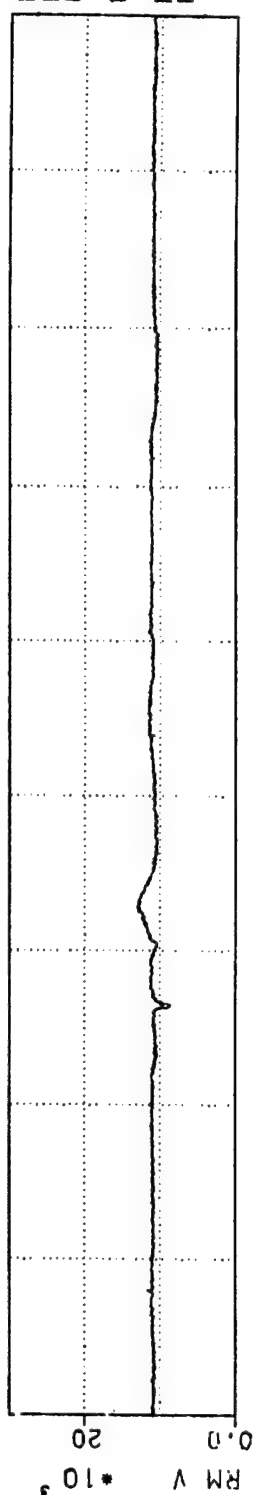
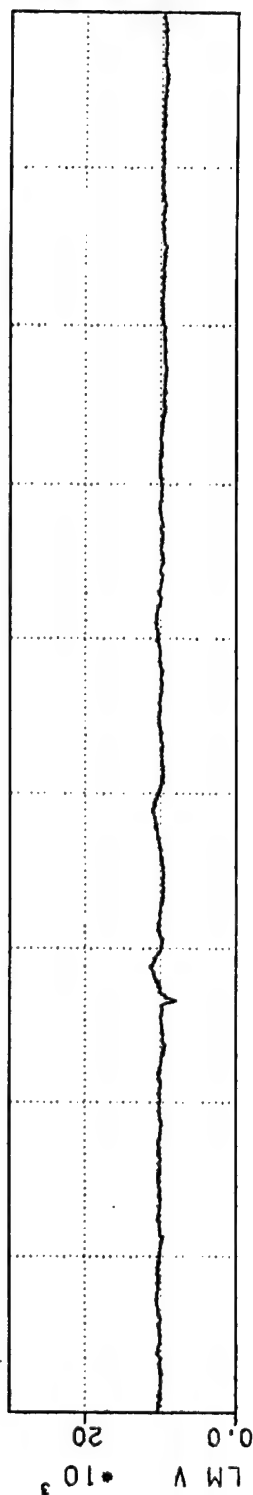
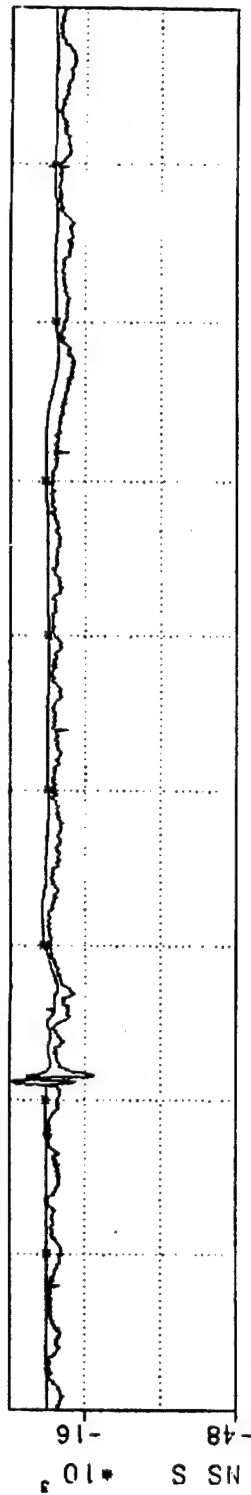
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT

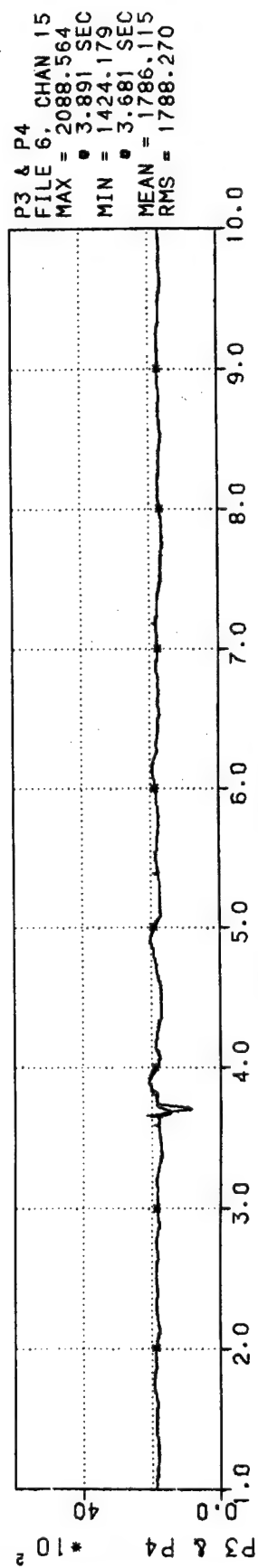
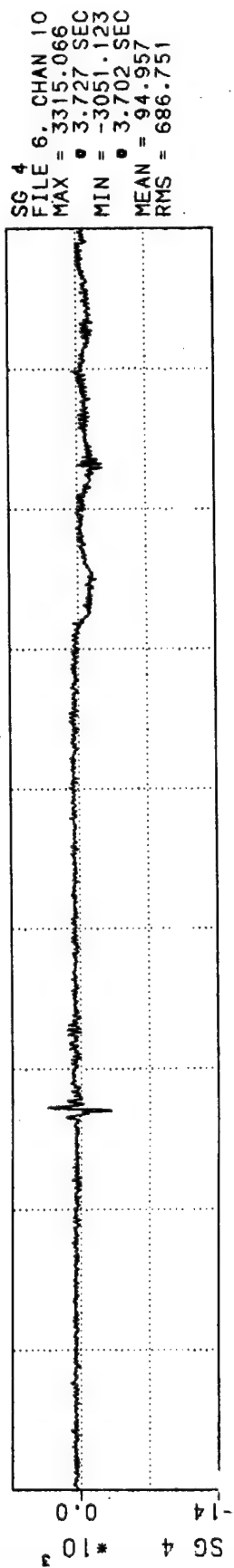
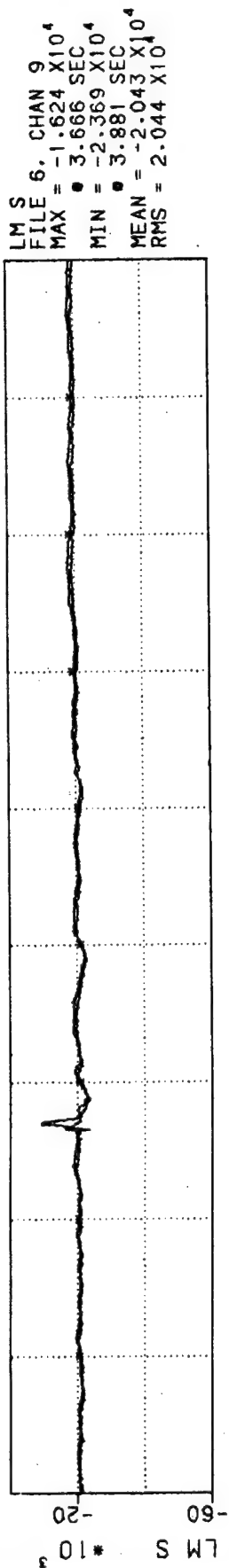
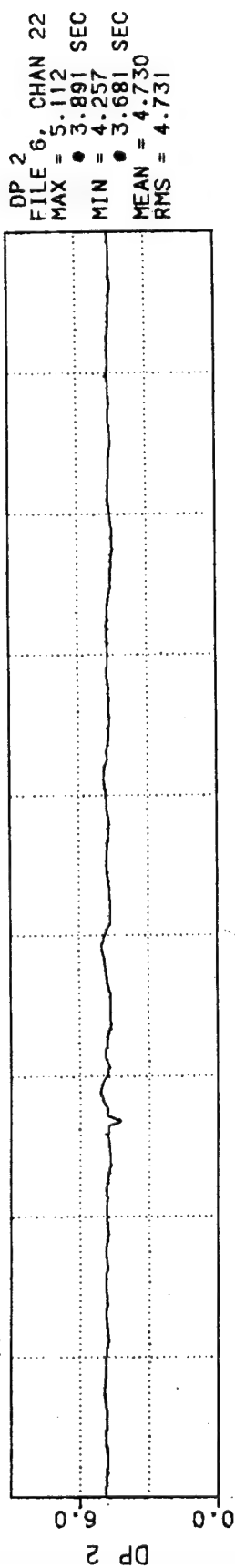


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 2

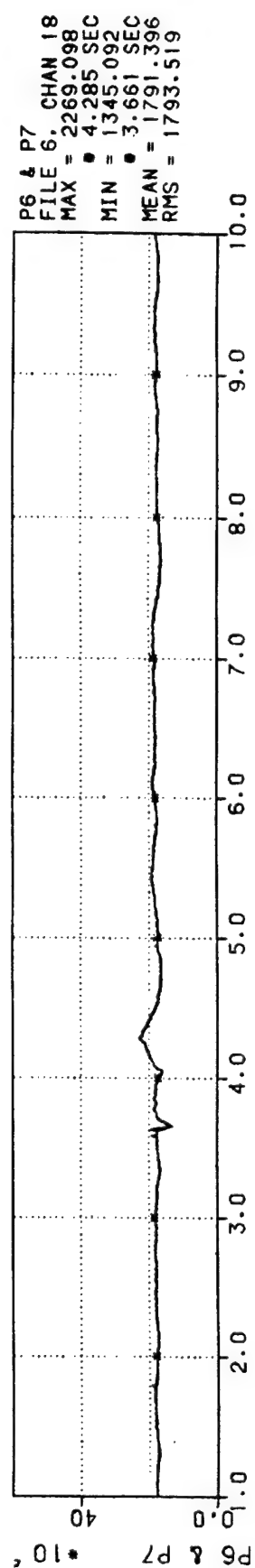
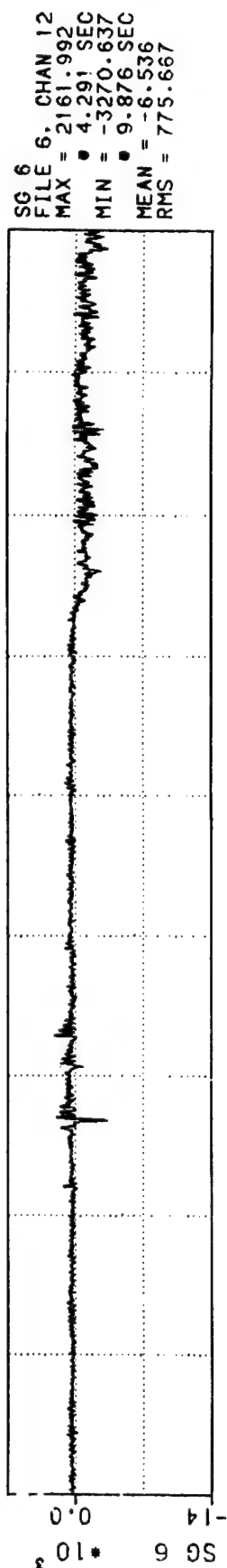
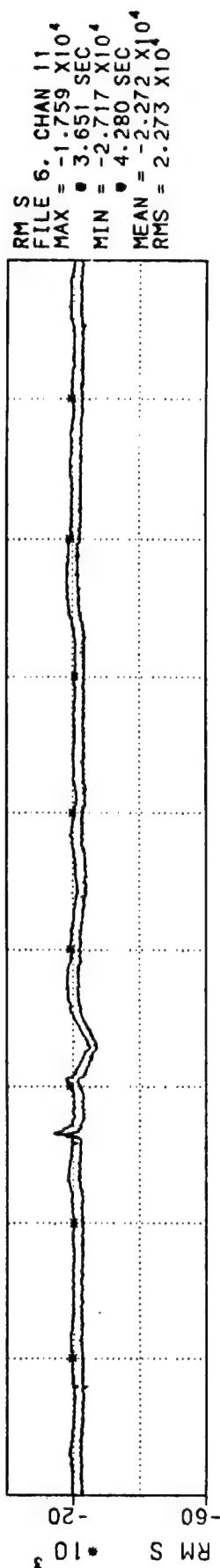
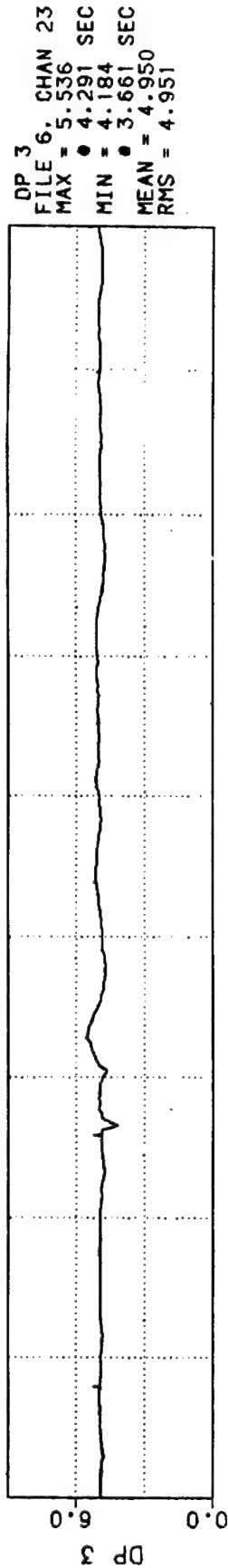
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 15 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 6 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



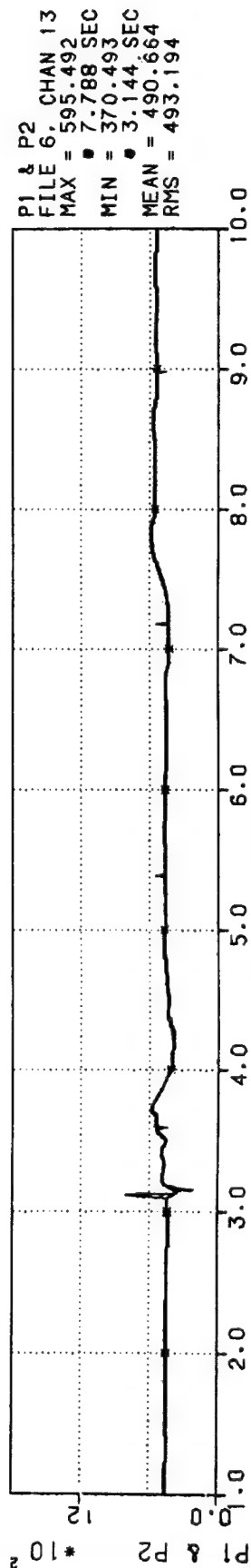
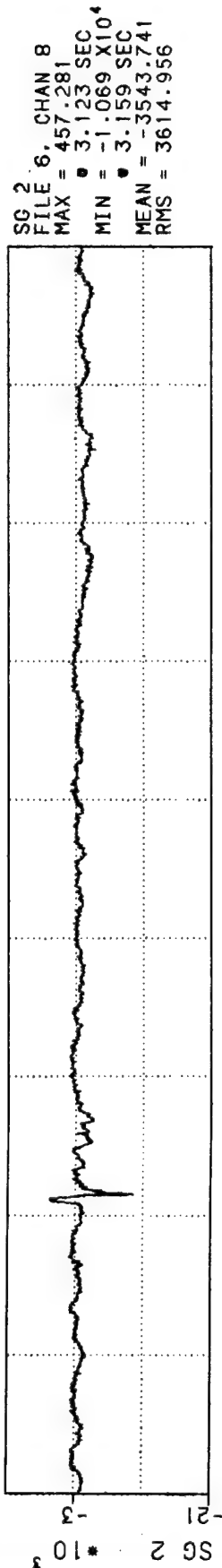
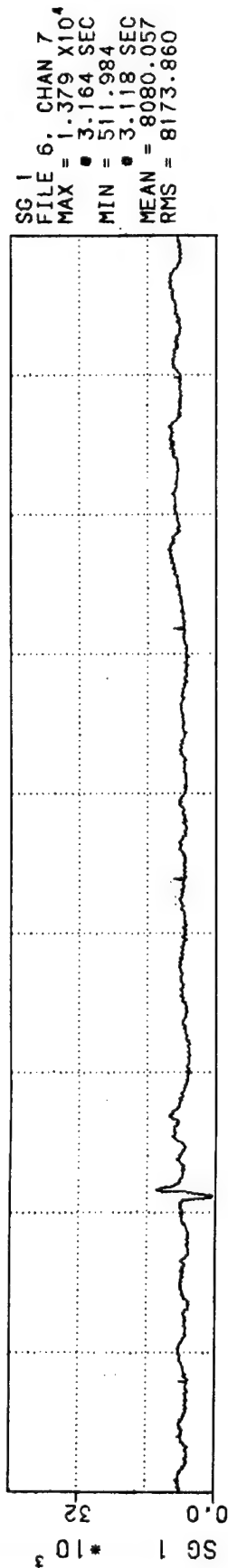
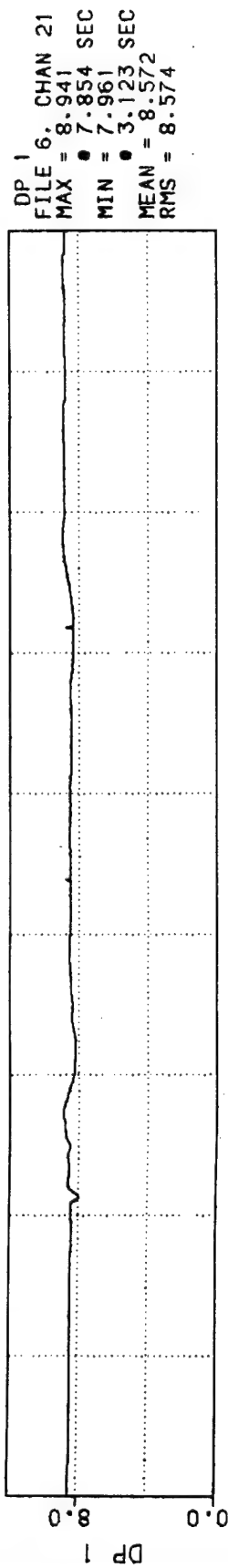
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS

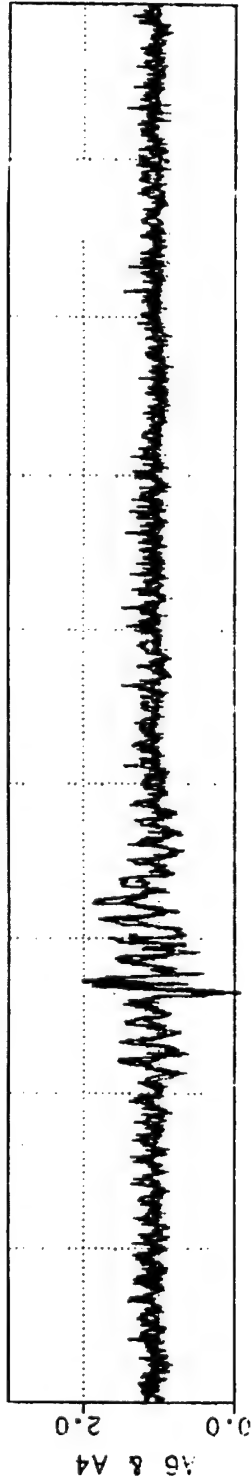
DELTA T (MSEC) = 5.120

RUN NO. 6 PAGE NO. 5

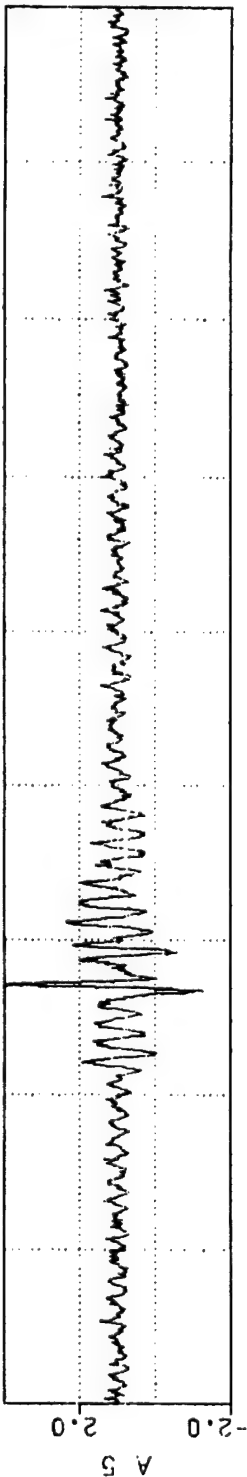
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

15 KNOTS : SPALL : LIGHT WEIGHT

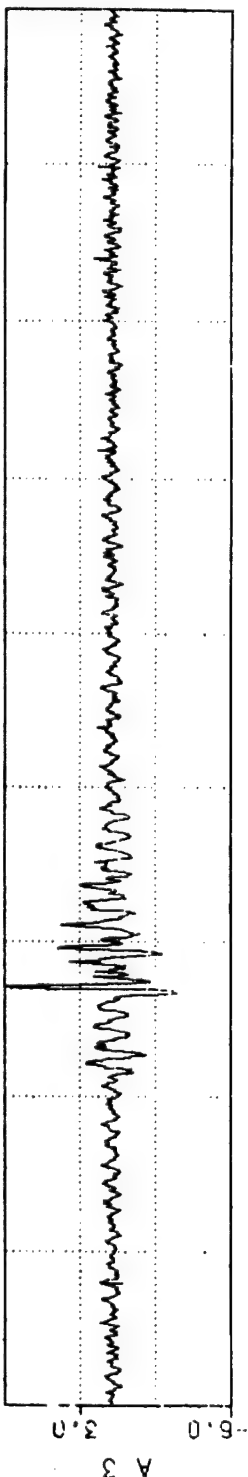
A6 & A4
FILE 6, CHAN 6
MAX = 1.884
MIN = 0.195
MEAN = 1.021
RMS = 1.029



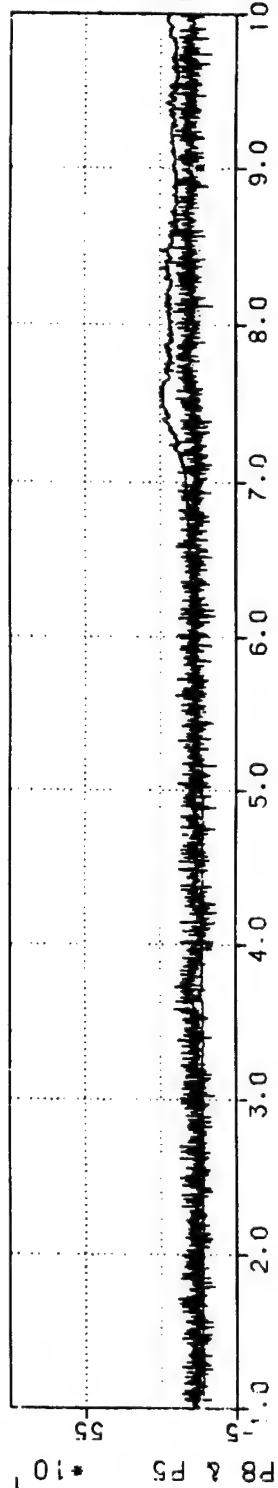
A 5
FILE 6, CHAN 5
MAX = 4.000
MIN = -1.253
MEAN = 0.967
RMS = 1.019



A 3
FILE 6, CHAN 3
MAX = 7.500
MIN = -2.820
MEAN = 1.082
RMS = 1.238



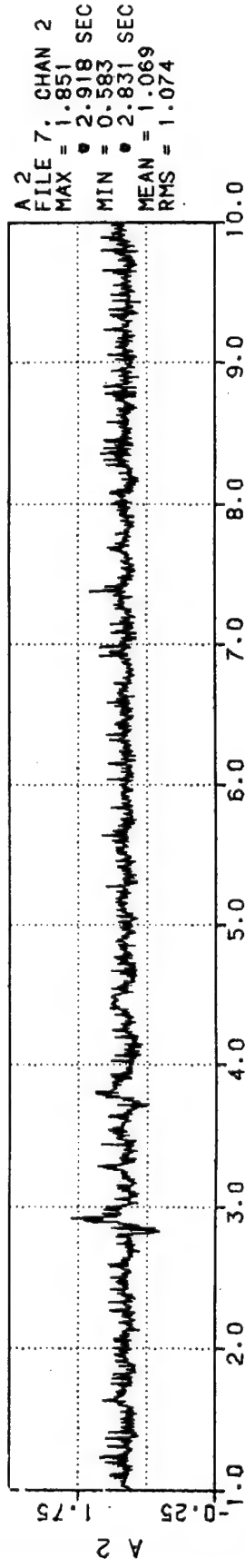
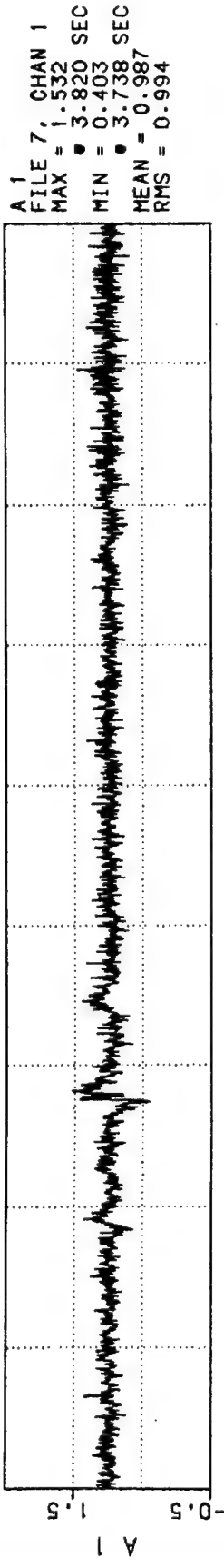
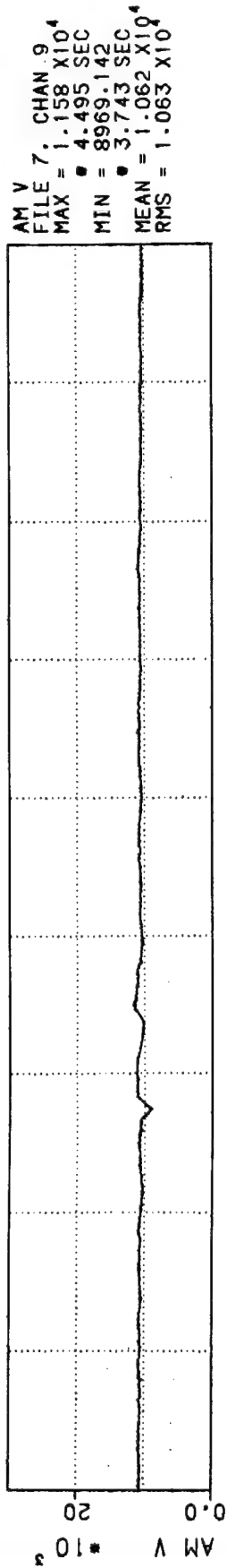
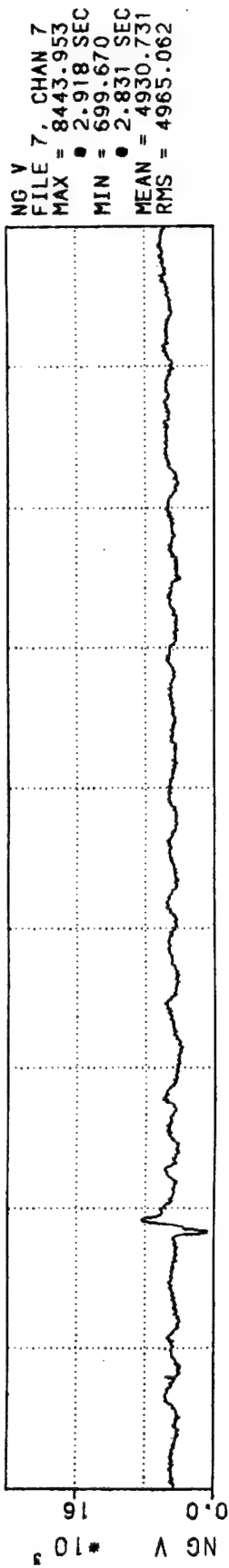
P8 & P5
FILE 6, CHAN 20
MAX = 250.010
MIN = 74.363
MEAN = 131.215
RMS = 141.910



TIME - SECONDS
RUN NO. 6 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

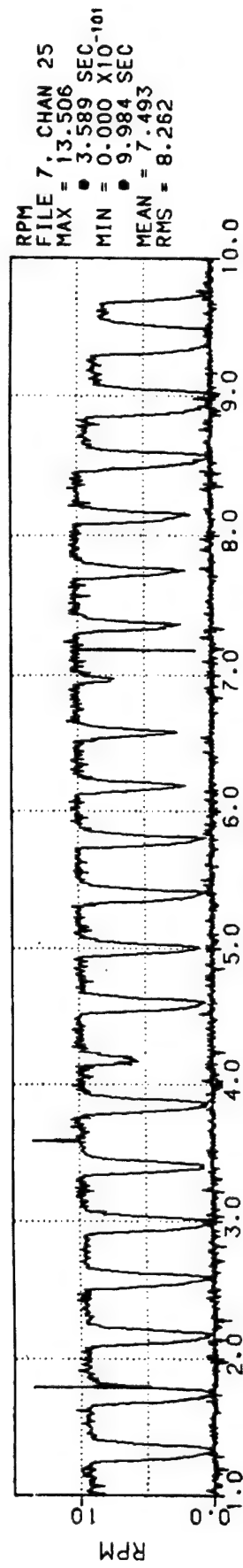
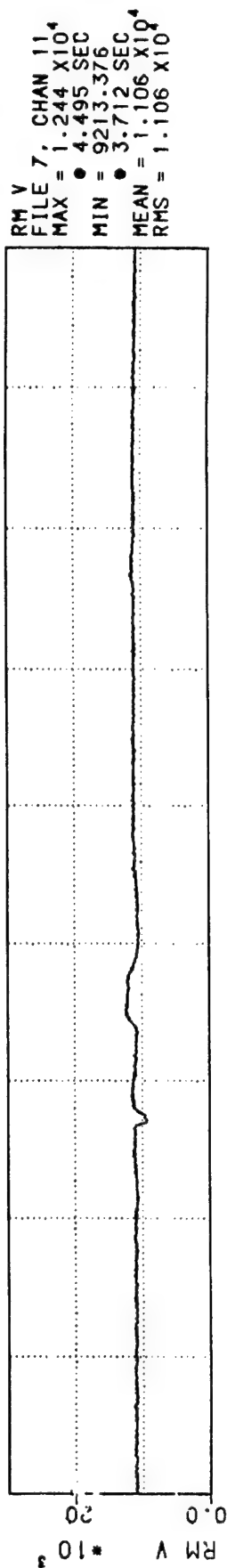
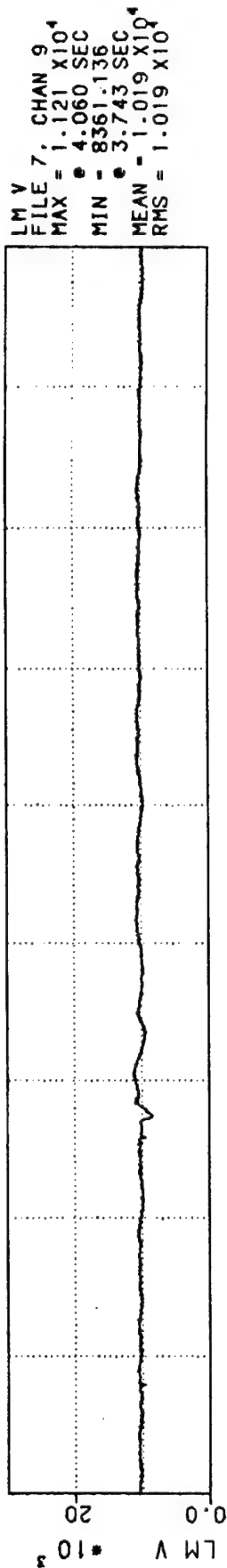
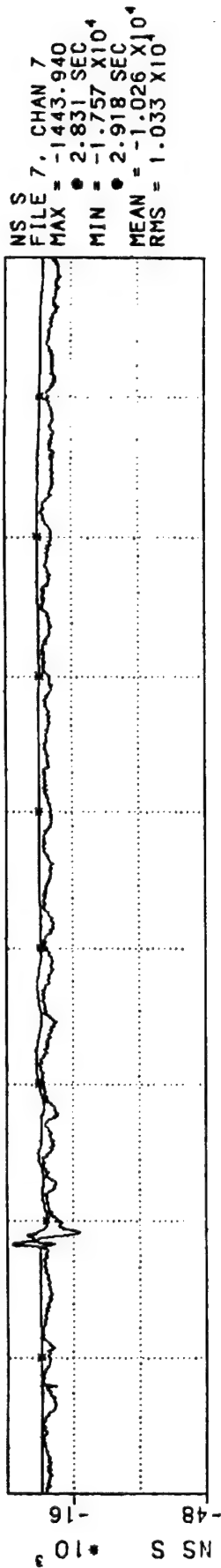
10 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 7
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

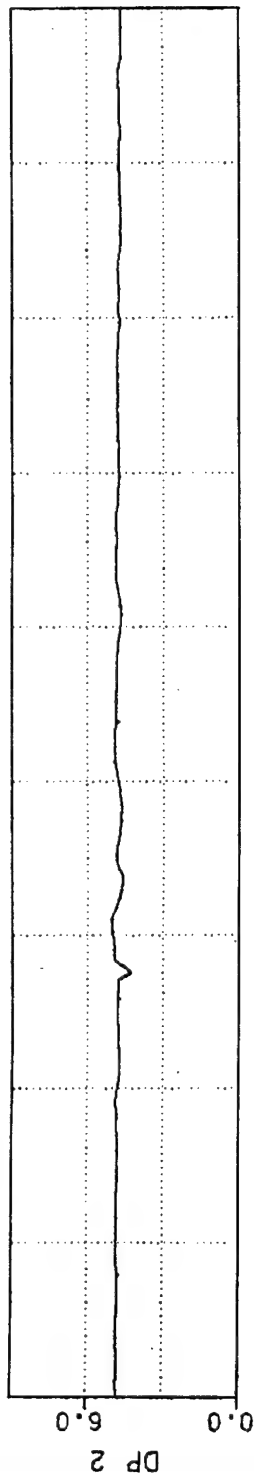
10 KNOTS : SPALL : LIGHT WEIGHT



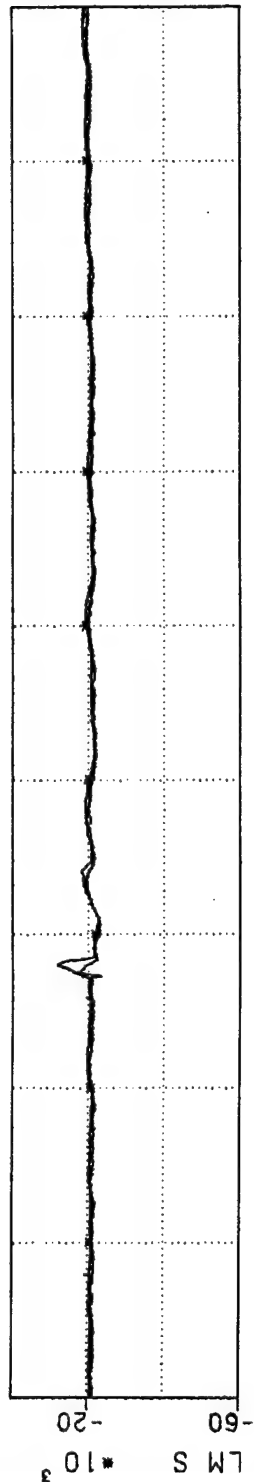
TIME - SECONDS
RUN NO. 7
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

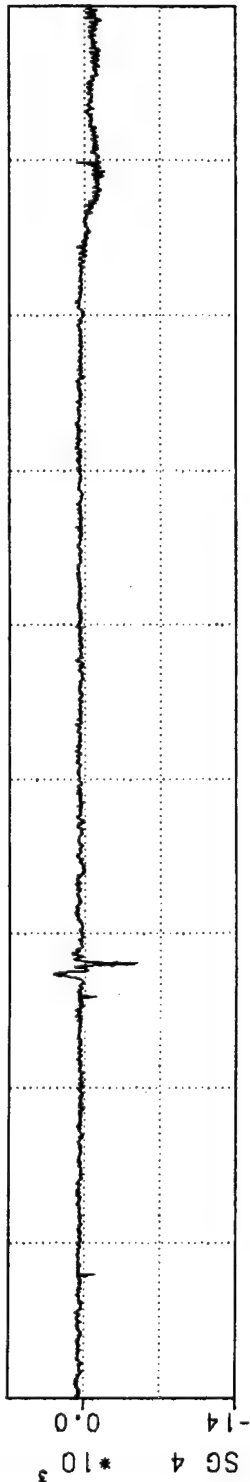
10 KNOTS : SPALL : LIGHT WEIGHT



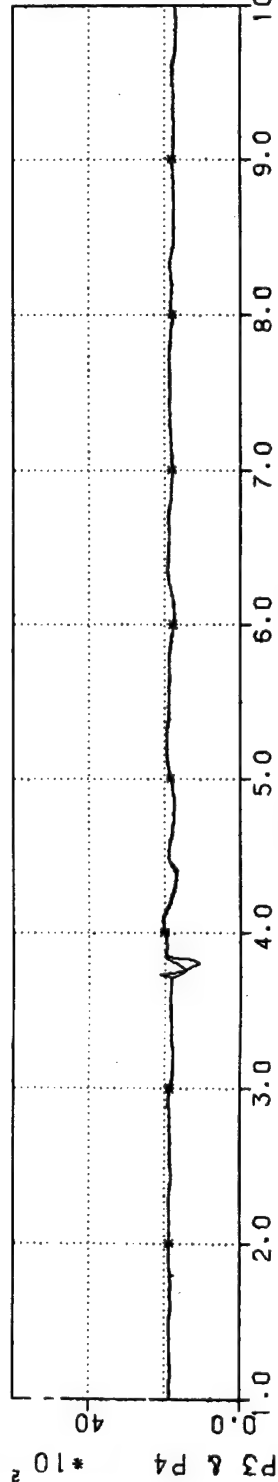
DP 2
FILE 7, CHAN 22
MAX = 5.050
MIN = 4.096 SEC
MEAN = 4.280
RMS = 3.758 SEC
RMS = 4.786



LM S
FILE 7, CHAN 9
MAX = -1.707 X10⁴
MIN = -2.321 X10⁴
MEAN = -2.098 X10⁴
RMS = 2.099 X10⁴



SG 4
FILE 7, CHAN 10
MAX = 2930.014
MIN = -4822.361
MEAN = 3.804 SEC
RMS = 258.747
RMS = 612.307



P3 & P4
FILE 7, CHAN 15
MAX = 2049.483
MIN = 1455.933
MEAN = 3.753 SEC
RMS = 1833.405
RMS = 1834.651

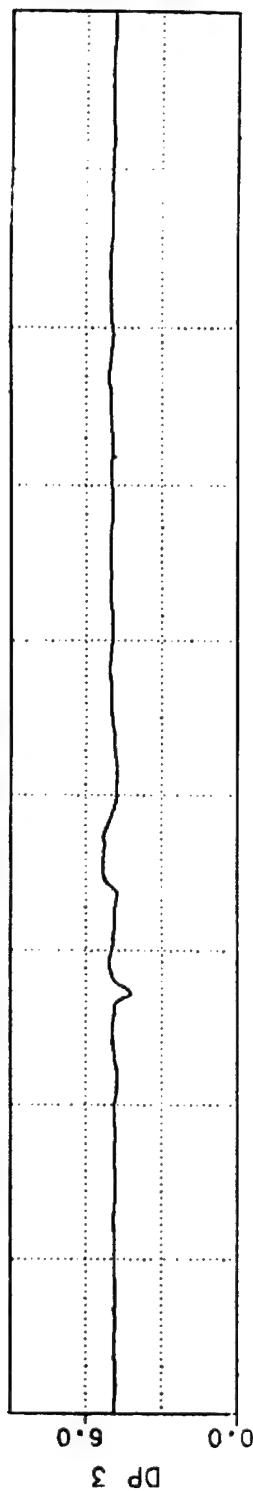
TIME - SECONDS

DELTA T (MSEC) = 5.120

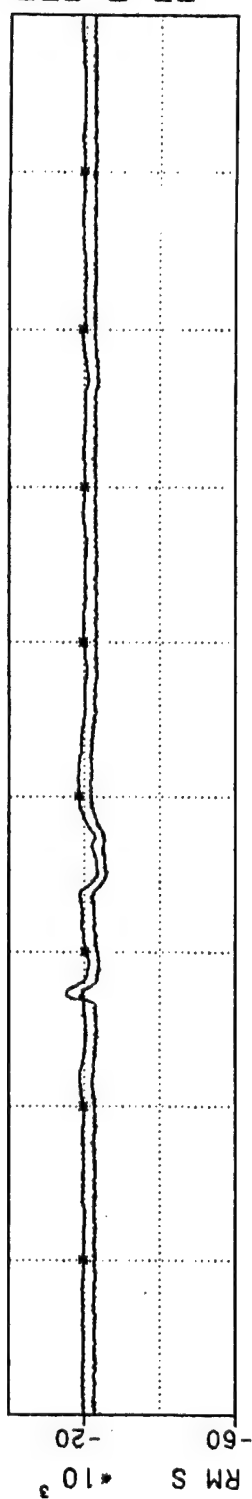
RUN NO. 7 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

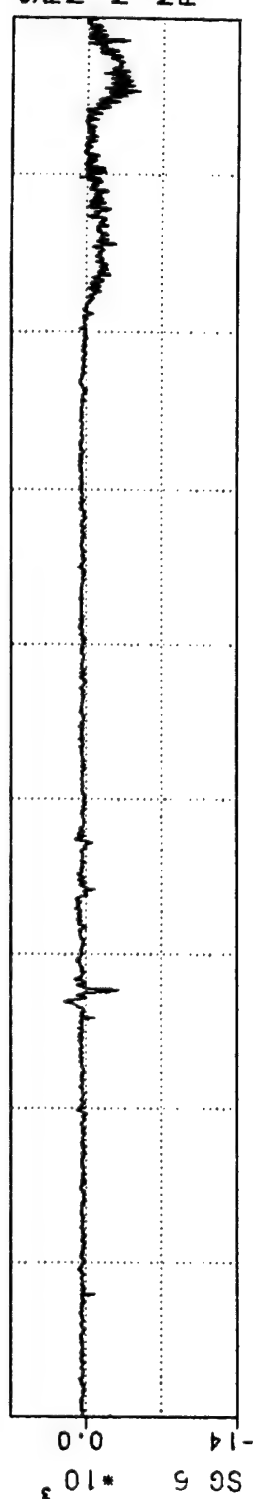
10 KNOTS : SPALL : LIGHT WEIGHT



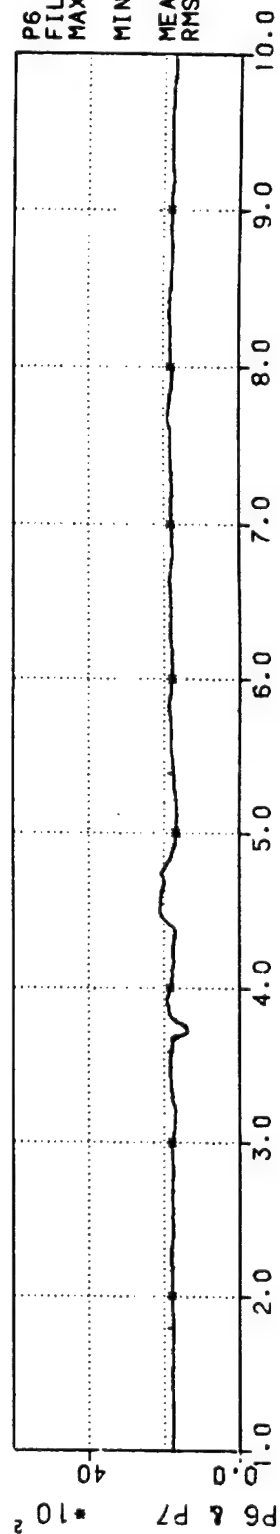
DP 3
FILE 7, CHAN 23
MAX = 5.334
MIN = 4.511 SEC
MEAN = 4.933
RMS = 4.934



RM S
FILE 7, CHAN 11
MAX = -1.875 $\times 10^4$
MIN = -2.591 $\times 10^4$
MEAN = -2.283 $\times 10^4$
RMS = 2.285 $\times 10^4$



SG 6
FILE 7, CHAN 12
MAX = 1985.934
MIN = -4905.457
MEAN = 32.208
RMS = 822.078



P6 & P7
FILE 7, CHAN 18
MAX = 2115.504
MIN = 1376.786
MEAN = 1796.369
RMS = 1797.962

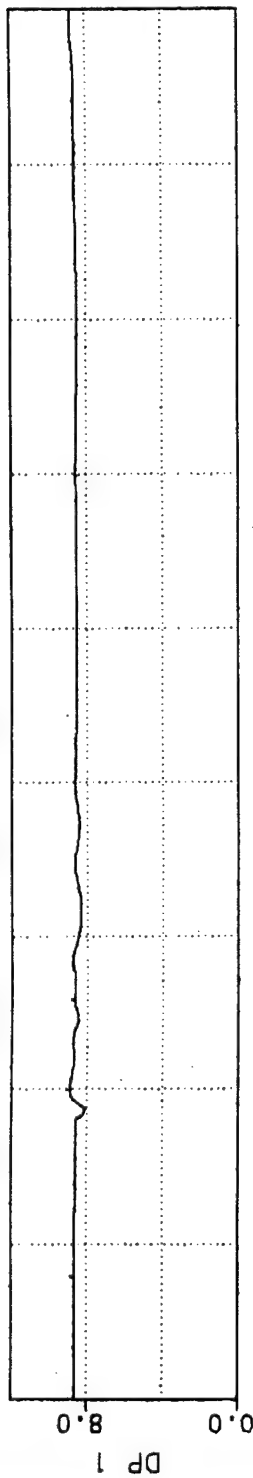
TIME - SECONDS

DELTA T (MSEC) = 5.120

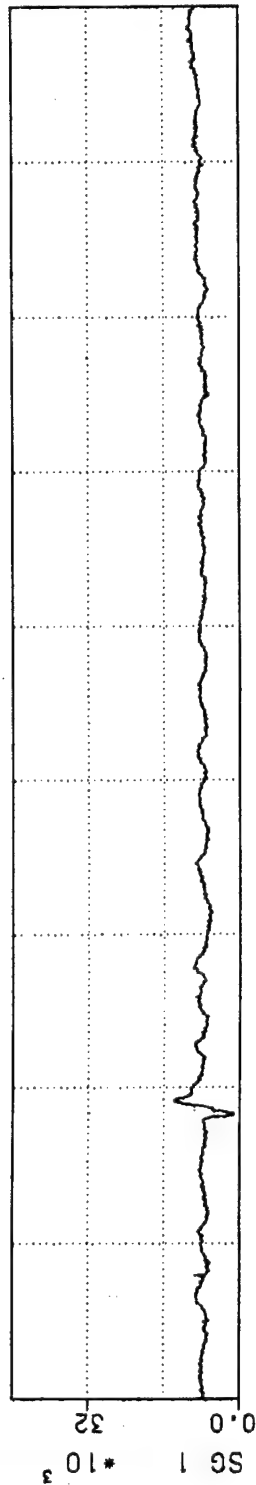
RUN NO. 7 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

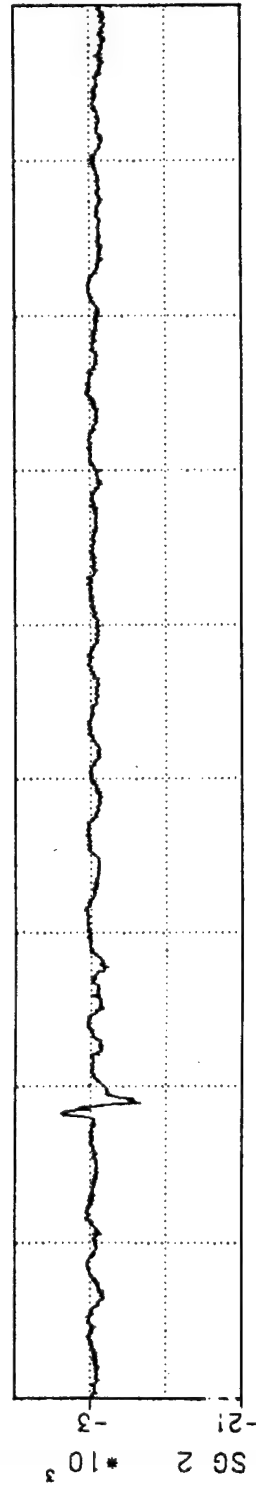
10 KNOTS : SPALL : LIGHT WEIGHT



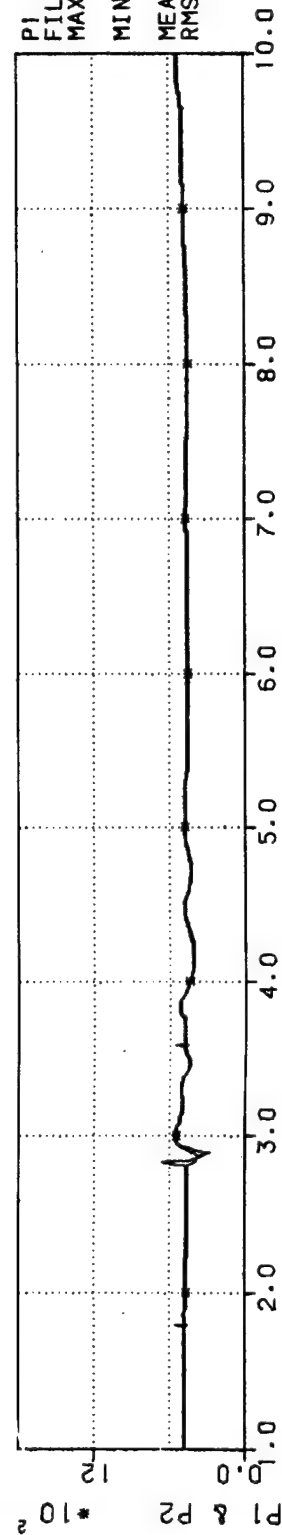
DP 1
FILE 7, CHAN 21
MAX = 8.884
MIN = 2.964 SEC
MEAN = 8.105
RMS = 2.867 SEC
RMS = 8.586



SG 1
FILE 7, CHAN 7
MAX = 1.375 X10⁴
MIN = 2.918 SEC
MEAN = 1099.687
RMS = 2.831 SEC
RMS = 8015.410
RMS = 8075.536



SG 2
FILE 7, CHAN 8
MAX = 492.555
MIN = 2.826 SEC
MEAN = -8925.215
RMS = 2.898 SEC
RMS = -3519.847
RMS = 3578.911



P1 & P2
FILE 7, CHAN 13
MAX = 555.139
MIN = 3.000 SEC
MEAN = 376.607
RMS = 2.862 SEC
RMS = 478.051
RMS = 478.677

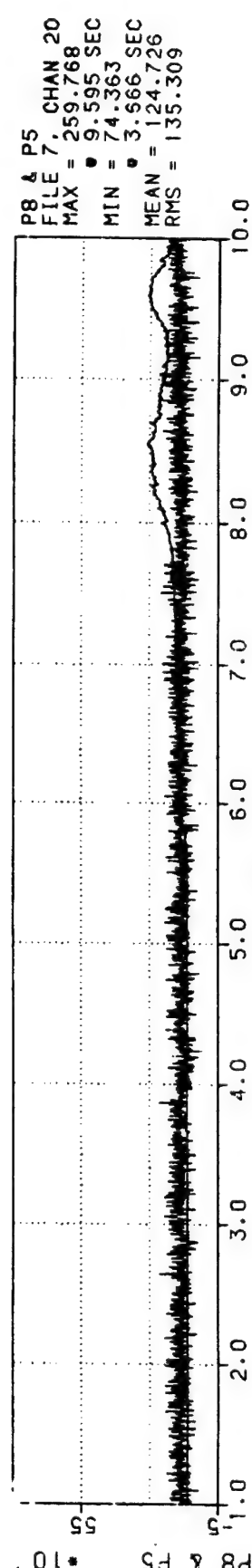
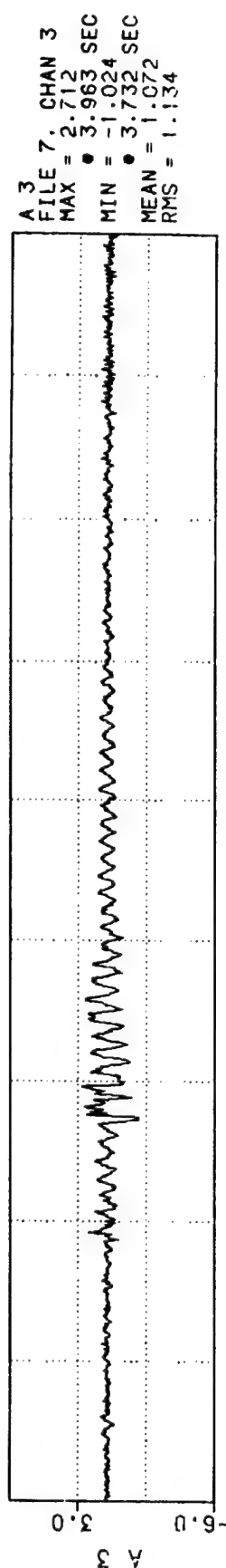
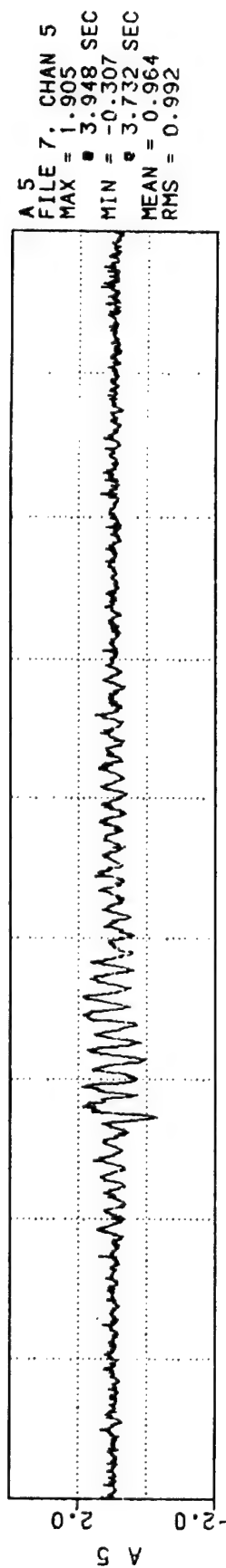
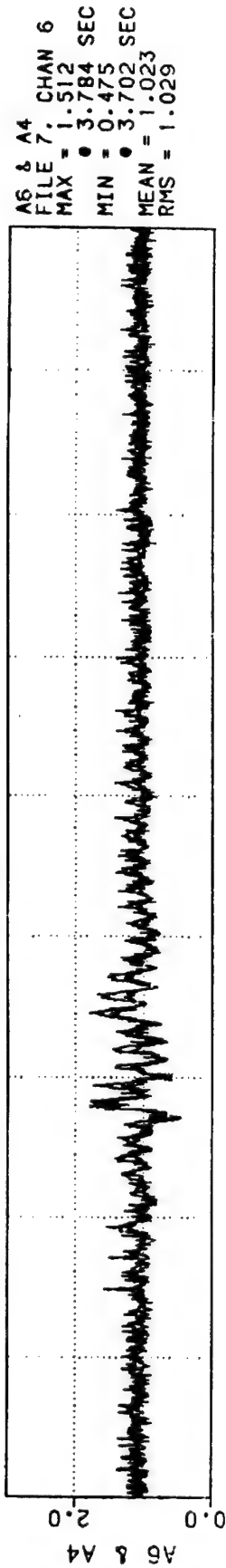
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 7 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : LIGHT WEIGHT



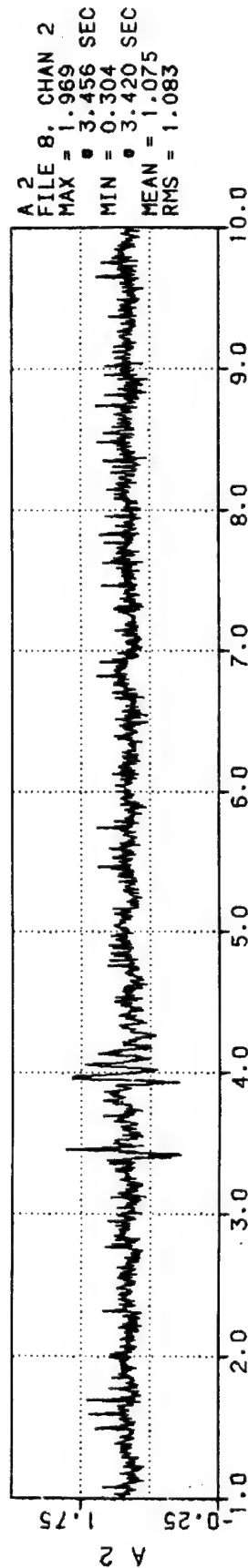
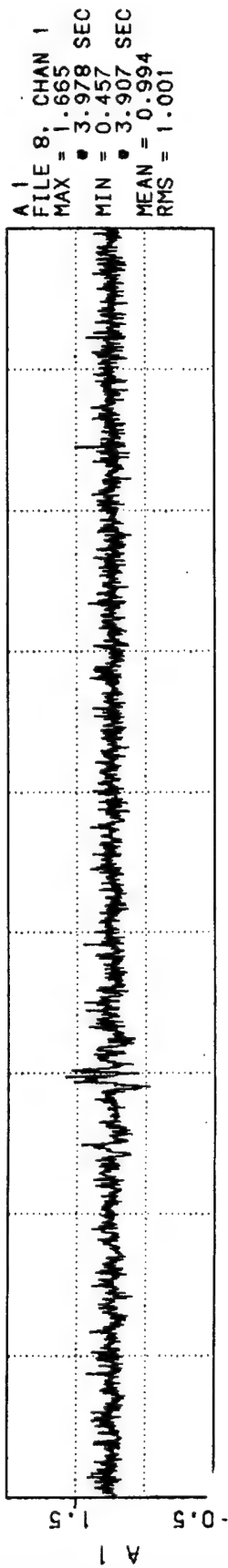
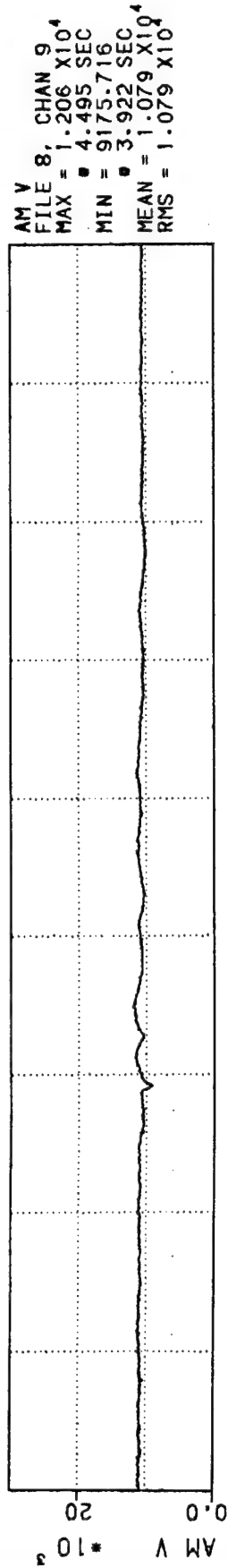
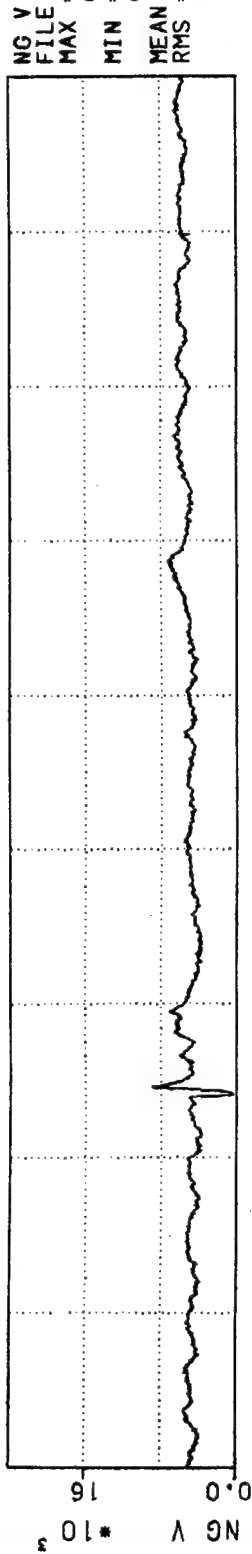
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 7 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



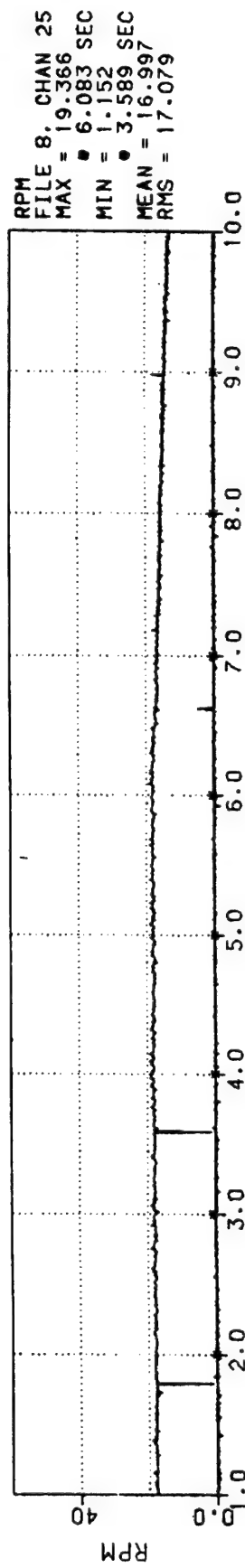
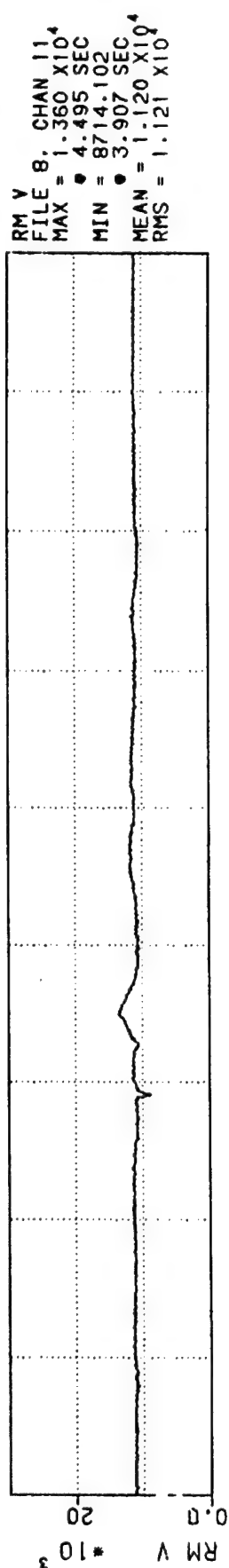
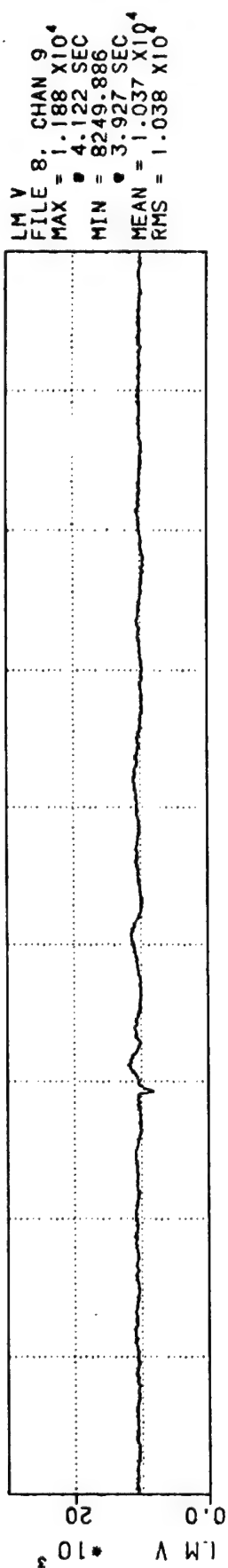
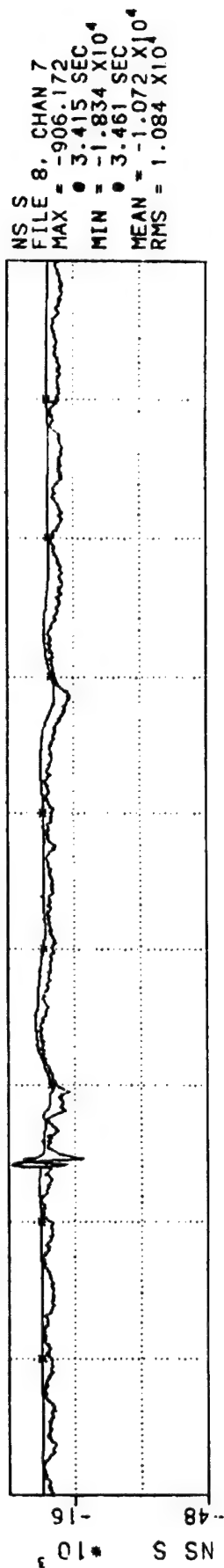
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

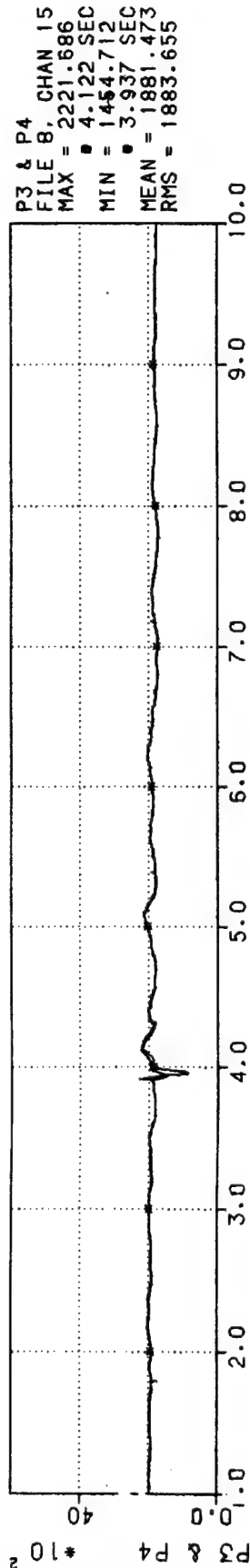
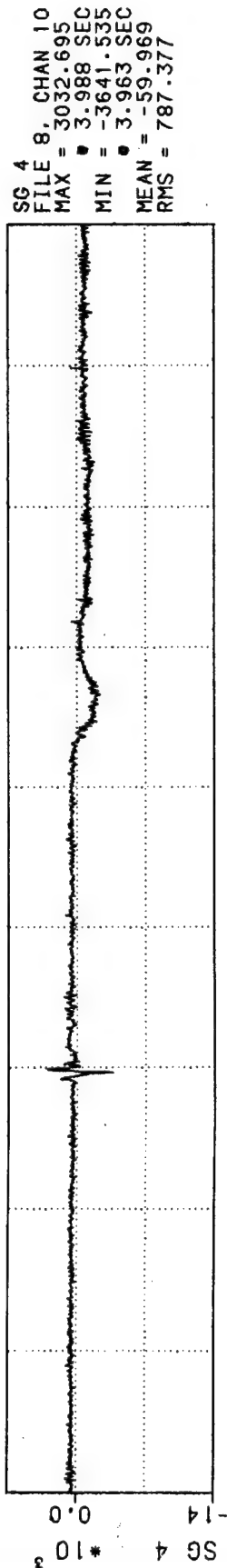
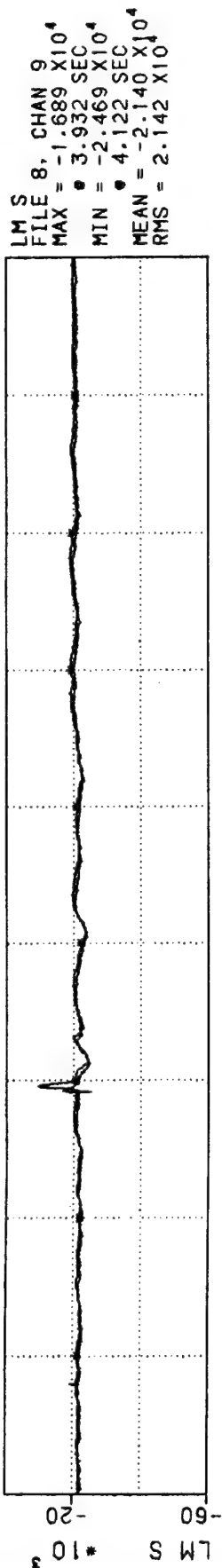
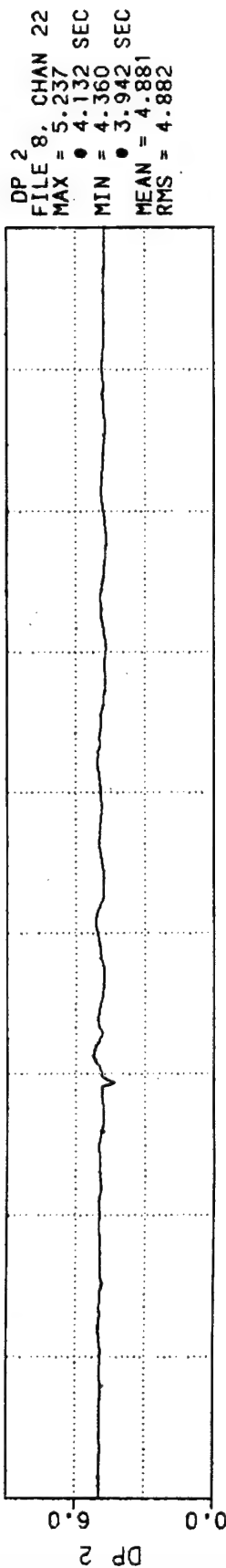
20 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



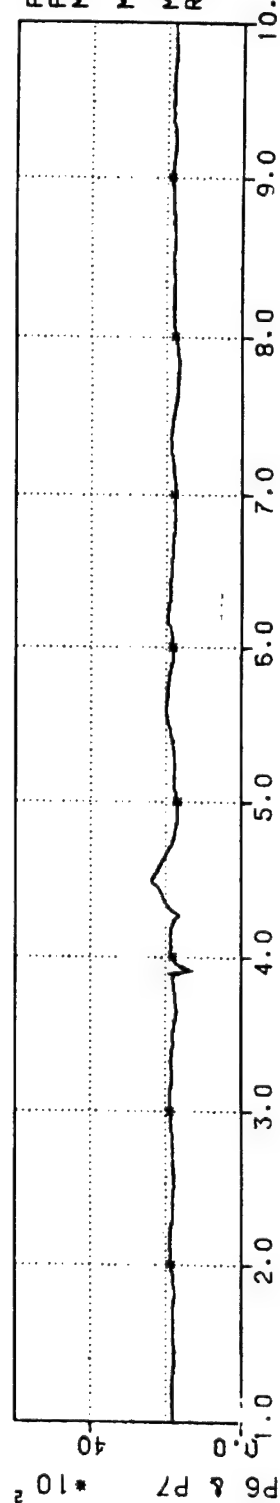
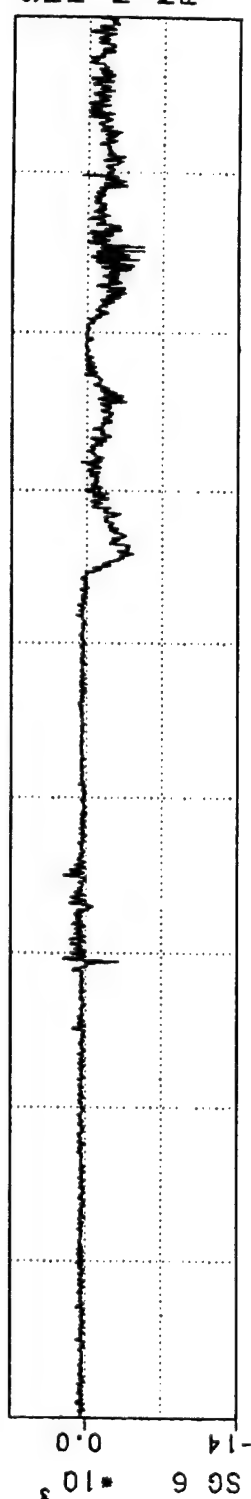
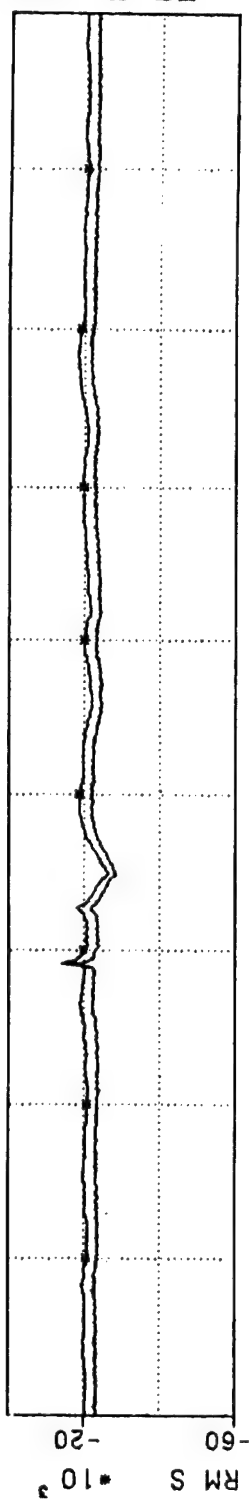
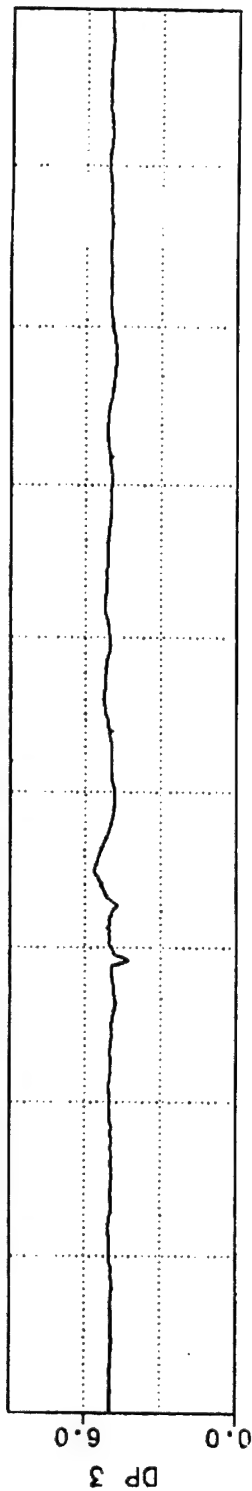
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 3

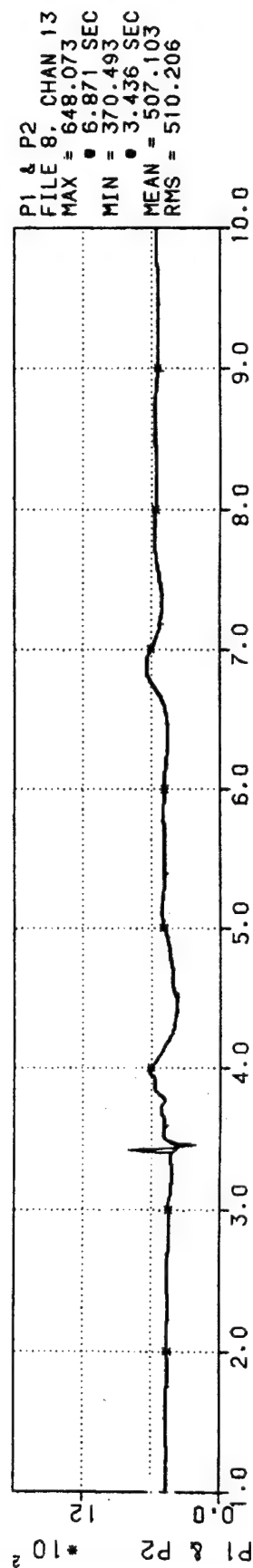
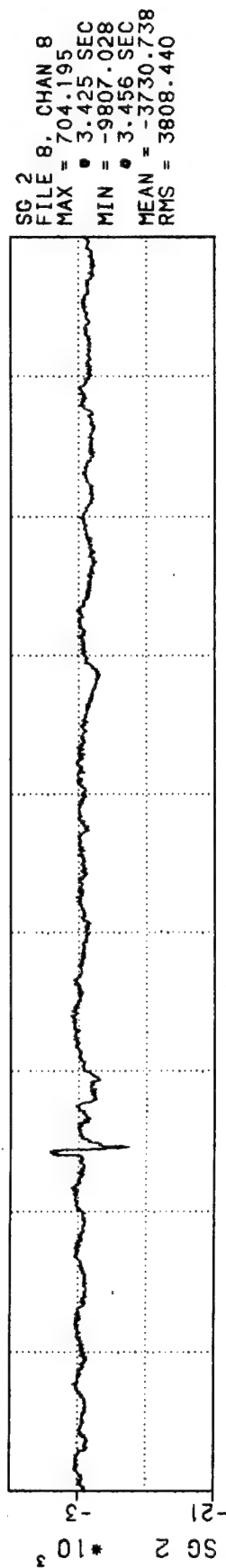
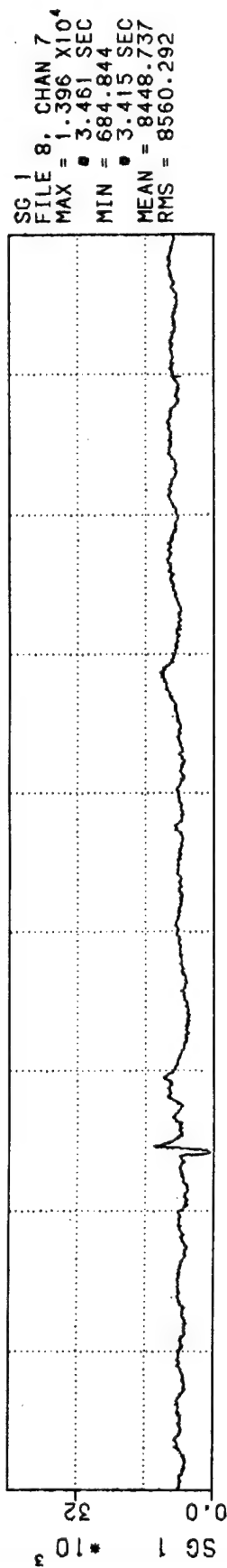
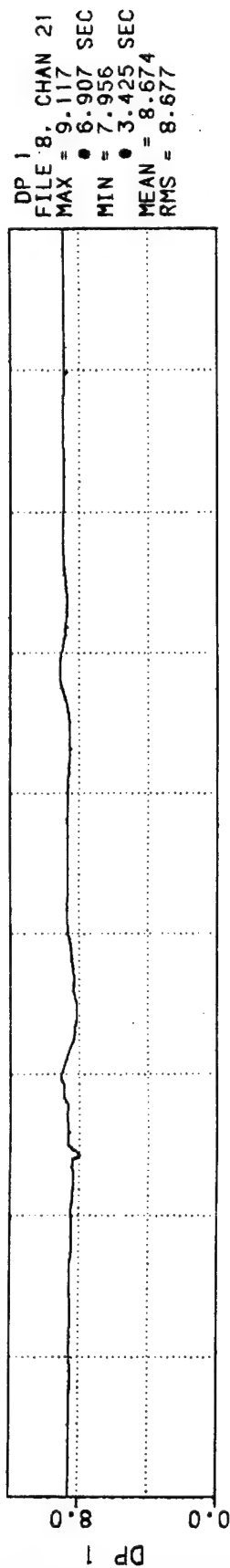
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : LIGHT WEIGHT



DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 4

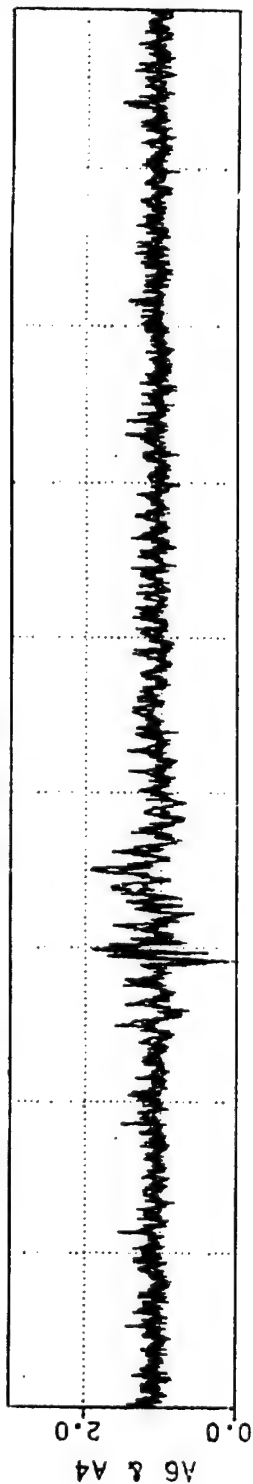
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : LIGHT WEIGHT



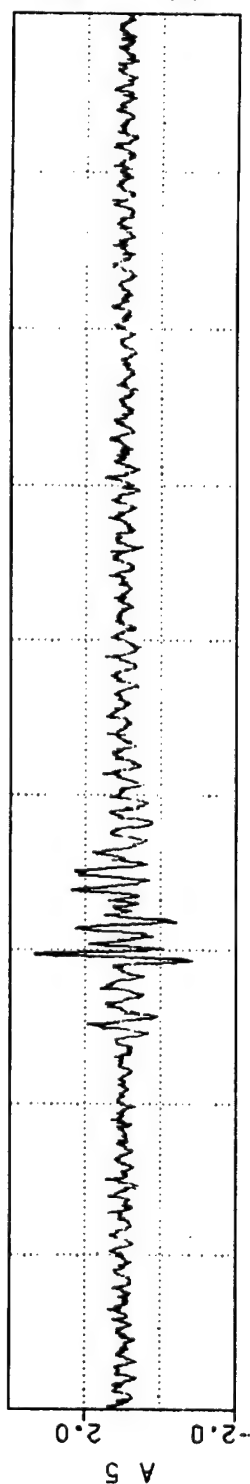
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 8 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

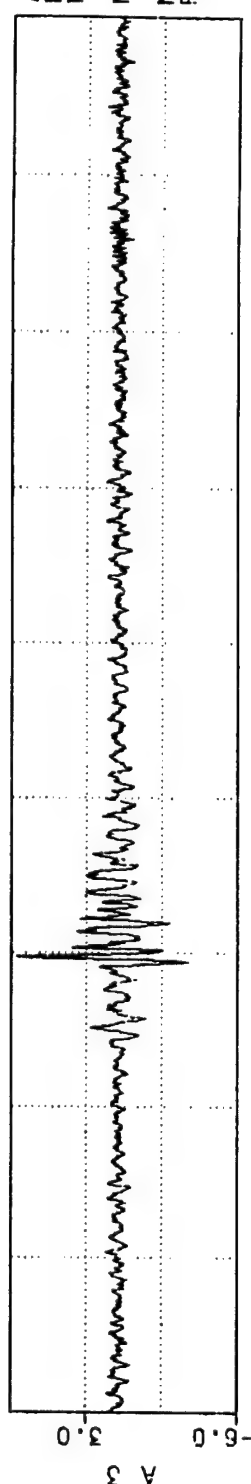
20 KNOTS : SPALL : LIGHT WEIGHT



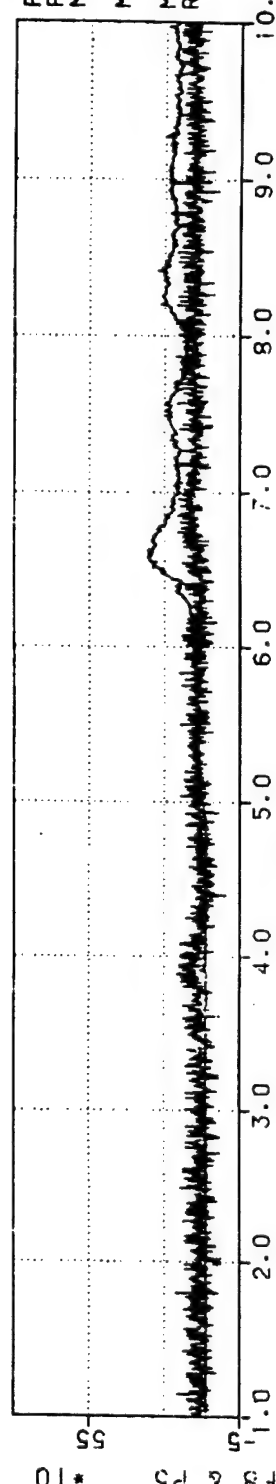
A6 & A4
FILE 8, CHAN 6
MAX = 1.696
MIN = 0.342 SEC
MEAN = 1.026
RMS = 1.033



A 5
FILE 8, CHAN 5
MAX = 3.343
MIN = -0.845
MEAN = 0.965
RMS = 1.008



A 3
FILE 8, CHAN 3
MAX = 7.153
MIN = -3.135
MEAN = 1.079
RMS = 1.219



P8 & P5
FILE 8, CHAN 20
MAX = 318.317
MIN = 6.584 SEC
MEAN = 80.462
RMS = 145.053

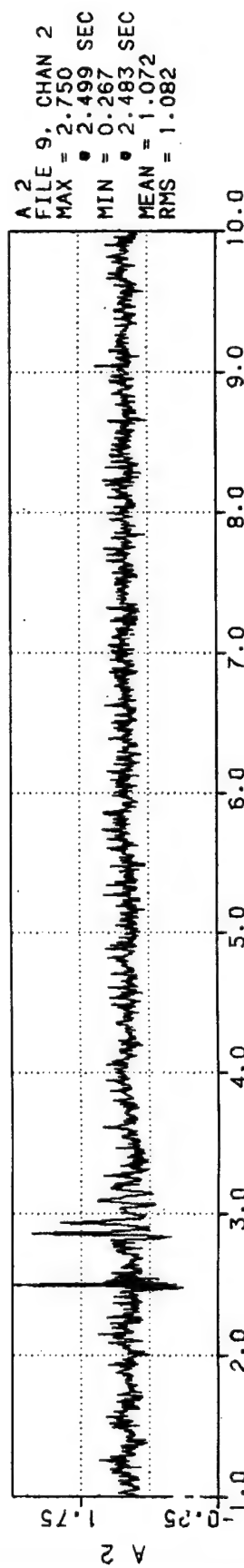
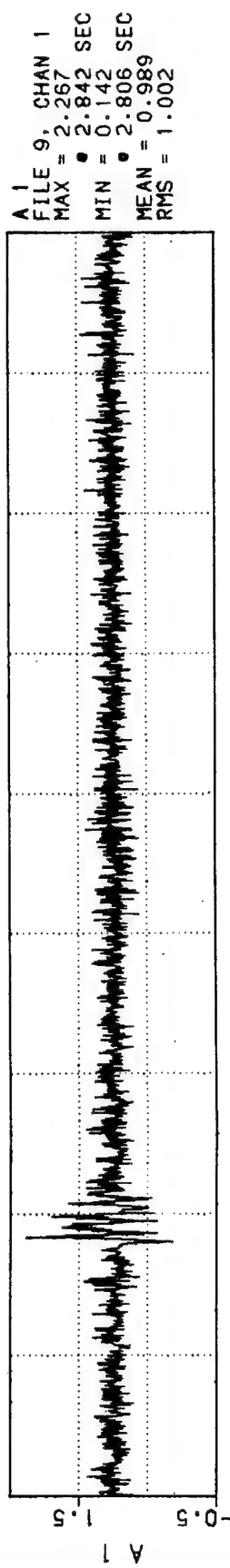
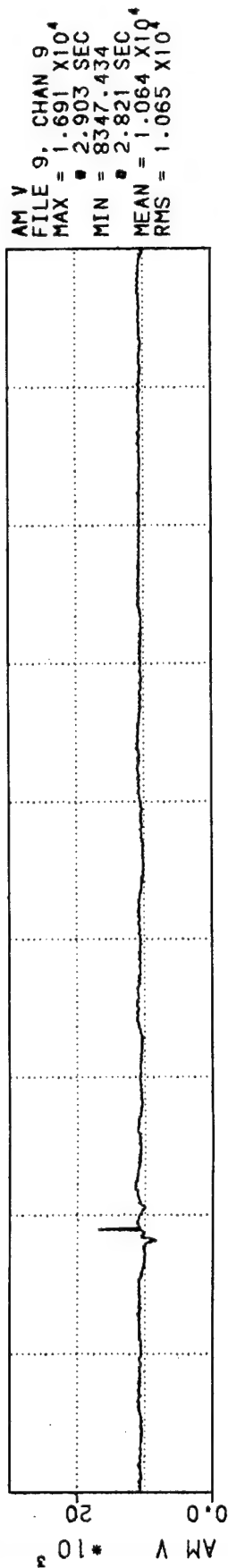
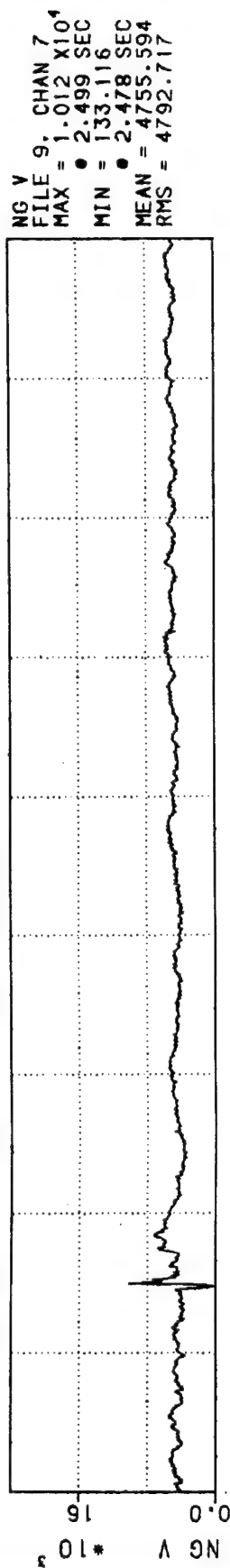
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 8 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



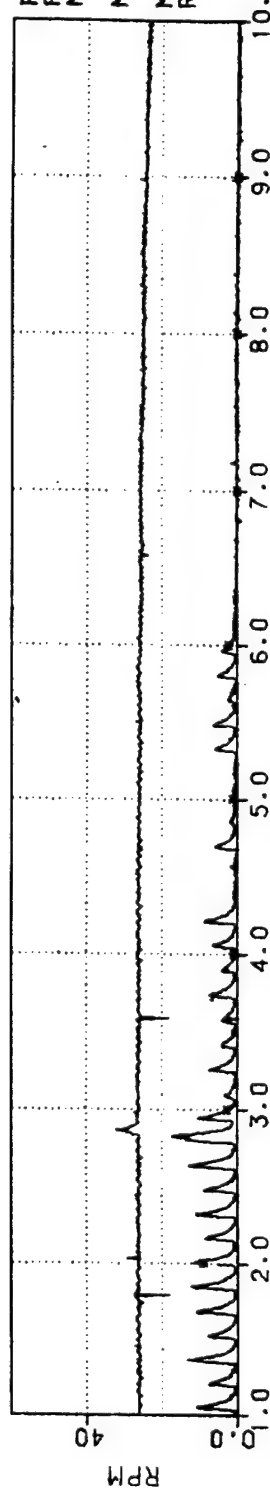
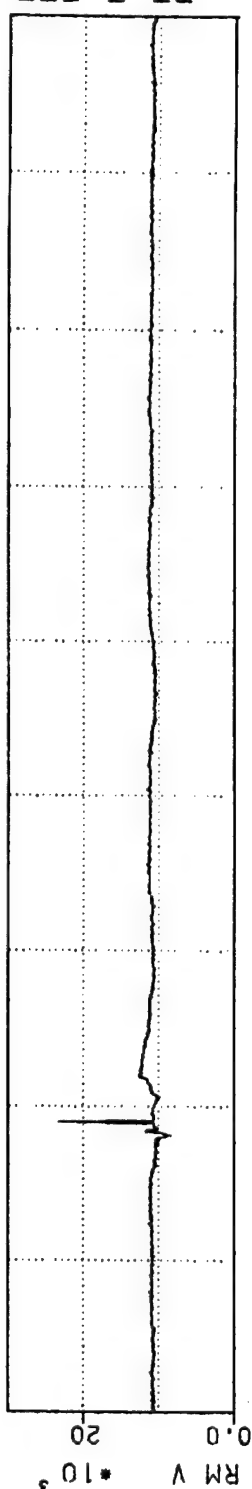
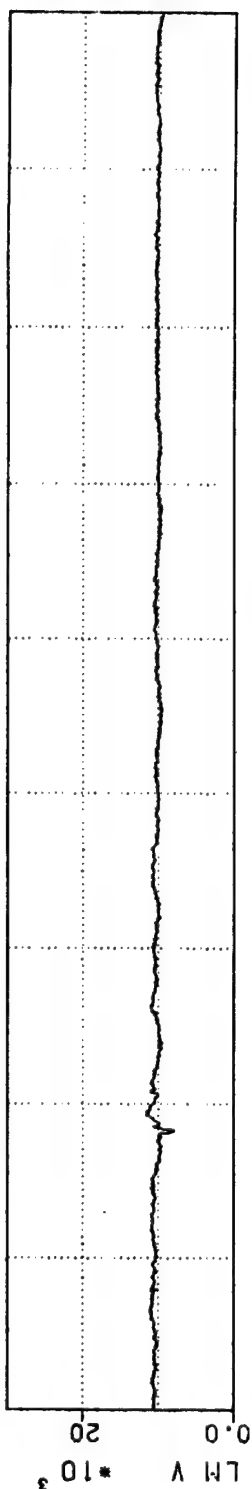
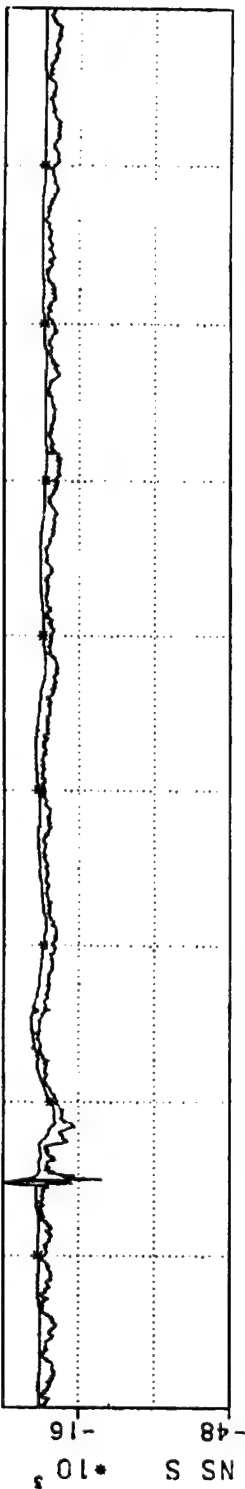
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



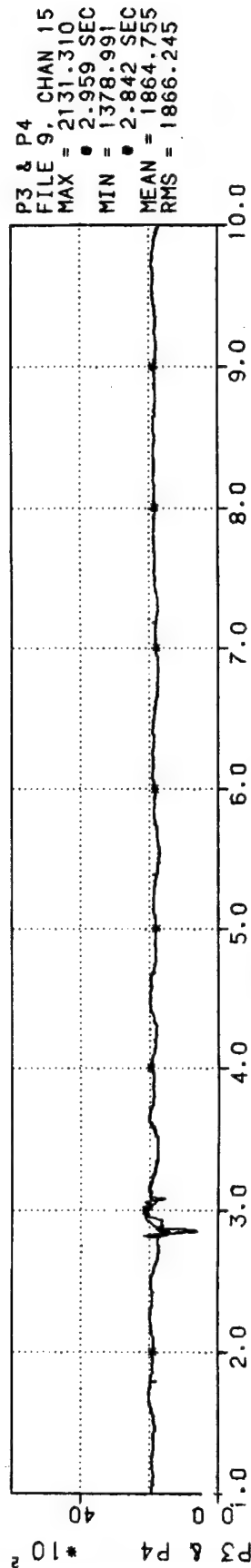
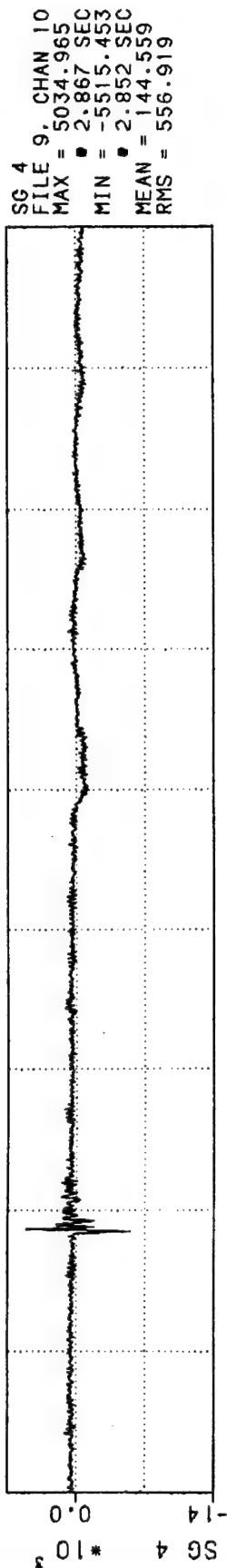
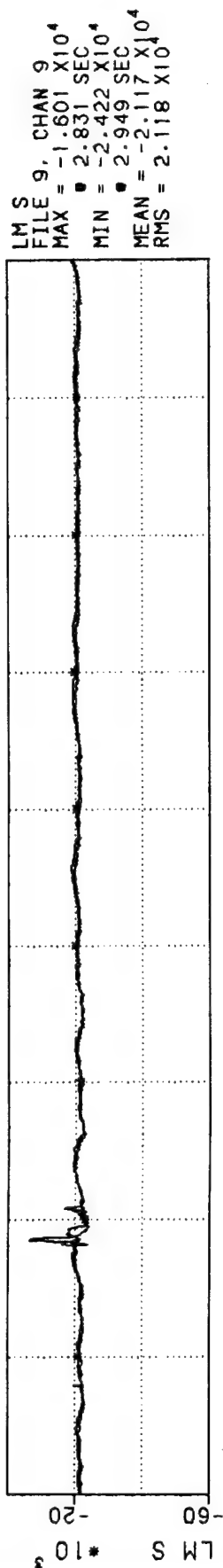
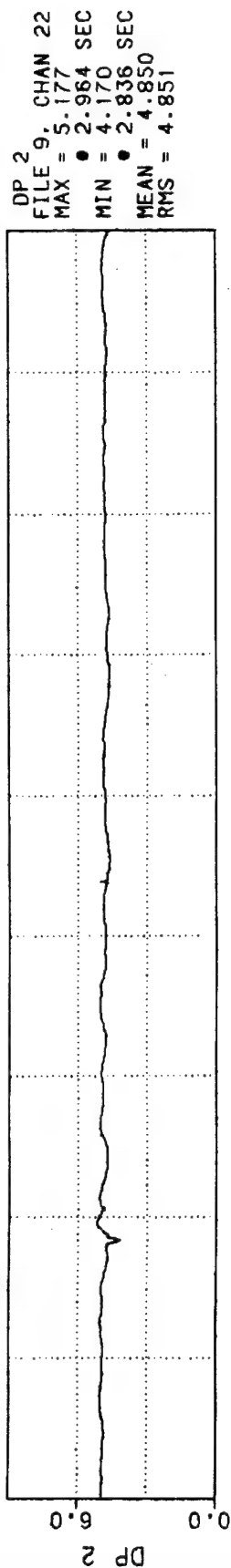
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



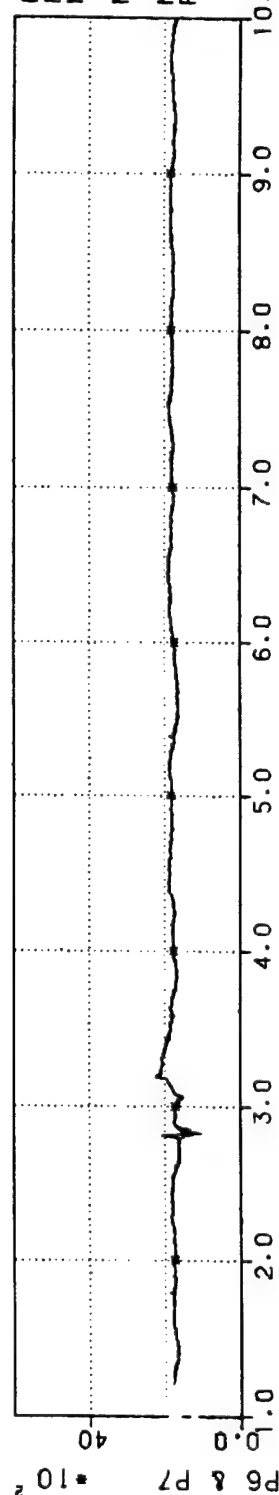
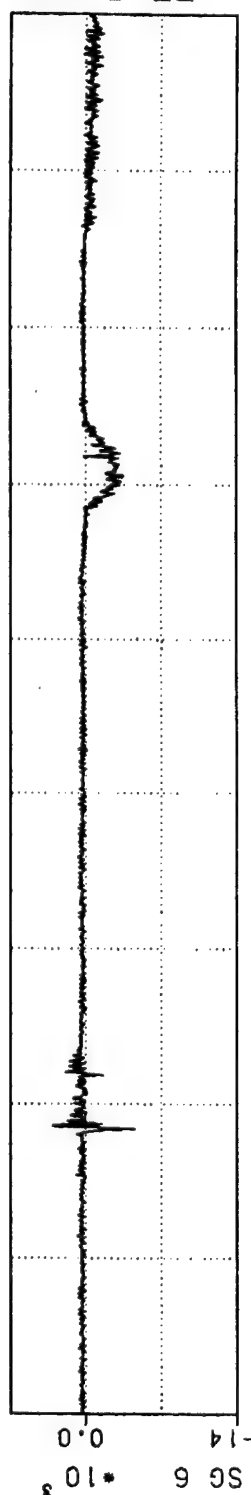
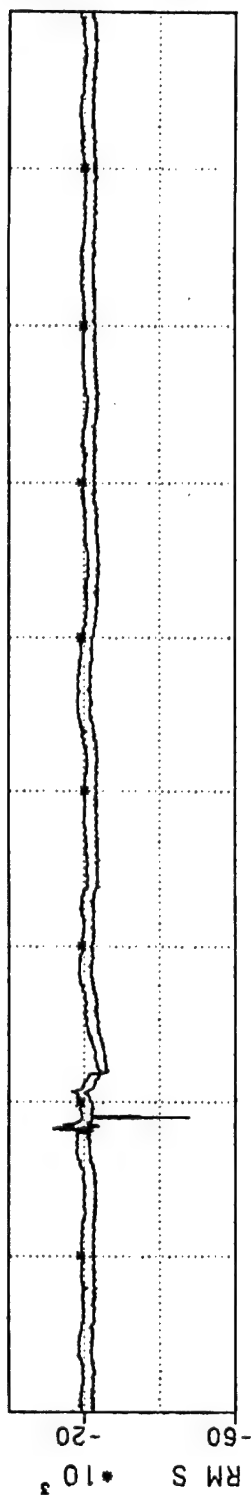
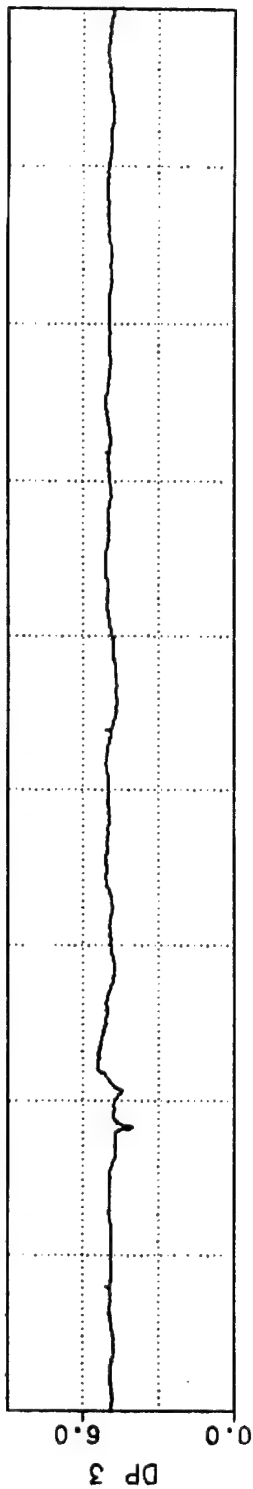
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : LIGHT WEIGHT



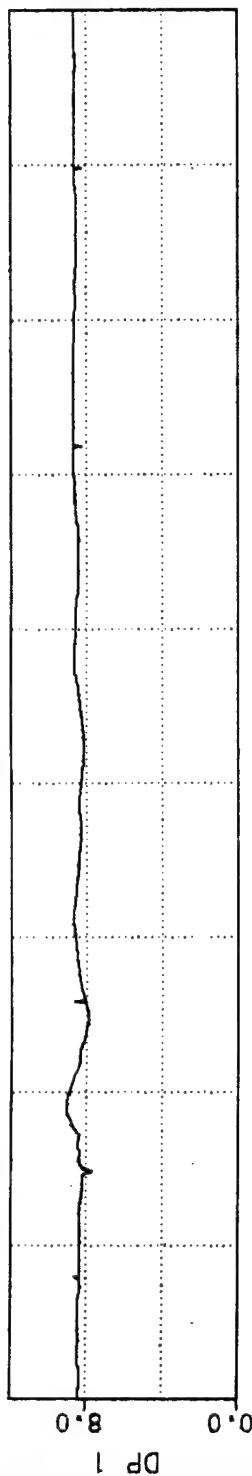
TIME - SECONDS

DELTA T (MSEC) = 5.120

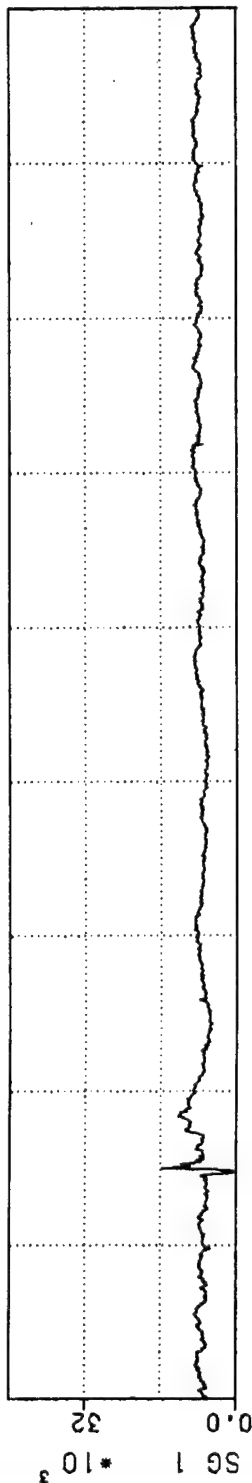
RUN NO. 9 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : LIGHT WEIGHT

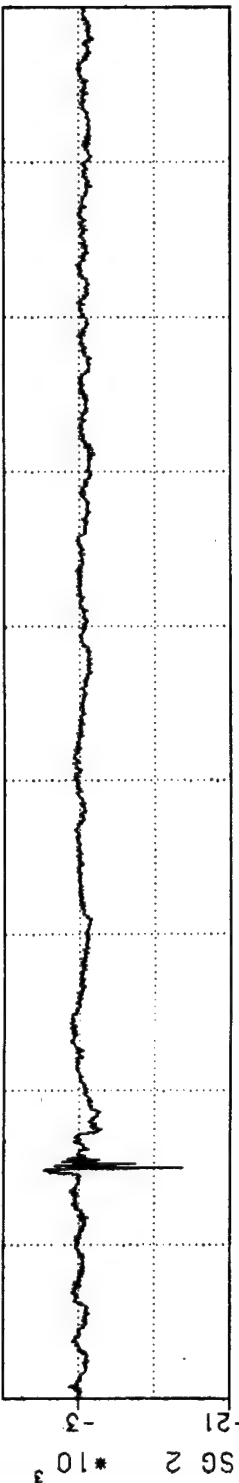
DP 1
FILE 9, CHAN 21
MAX = 9.044
MIN = 2.903 SEC
MEAN = 7.703
RMS = 2.483 SEC
RMS = 8.496



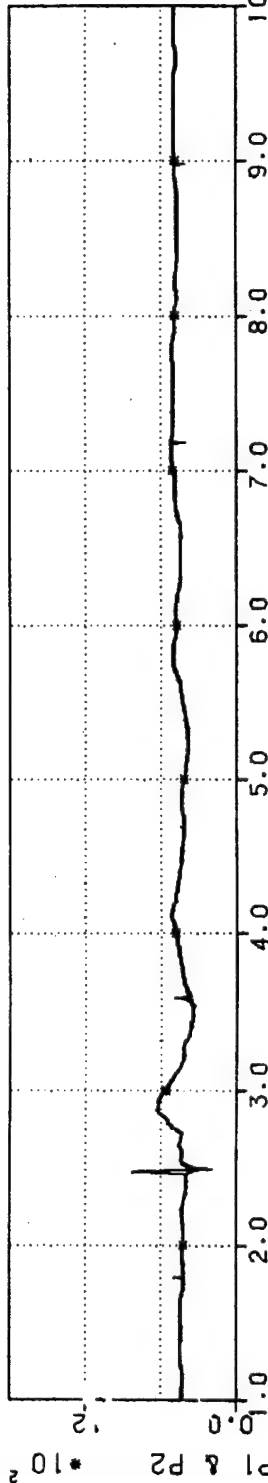
SG 1
FILE 9, CHAN 7
MAX = 1.552 X10⁴
MIN = 2.499 SEC
MEAN = 200.859
RMS = 2.478 SEC
RMS = 7670.472
RMS = 7742.634



SG 2
FILE 9, CHAN 8
MAX = 1162.734
MIN = 2.483 SEC
MEAN = -1.542 X10⁴
RMS = 2.499 SEC
RMS = -3403.760
RMS = 3481.731



P1 & P2
FILE 9, CHAN 13
MAX = 637.068
MIN = 2.877 SEC
MEAN = 346.036
RMS = 2.488 SEC
RMS = 468.281
RMS = 470.436



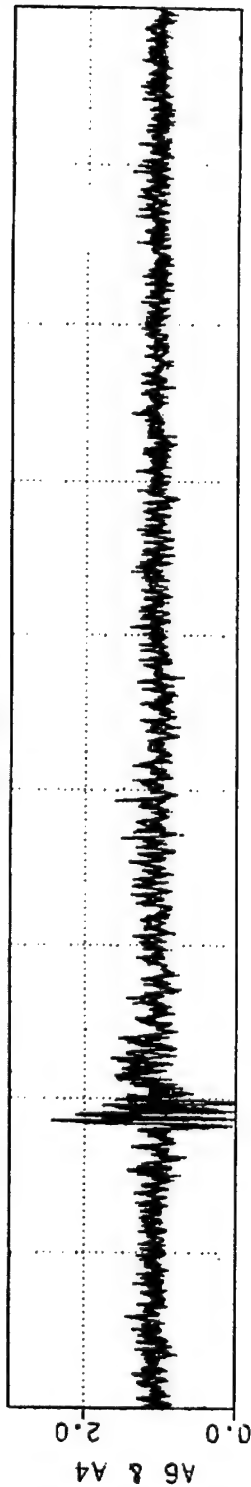
TIME - SECONDS

DELTA T (MSEC) = 5.120

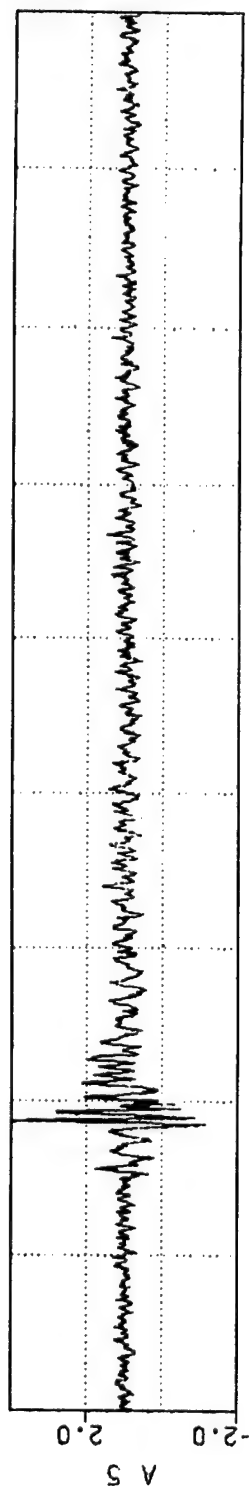
RUN NO. 9 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

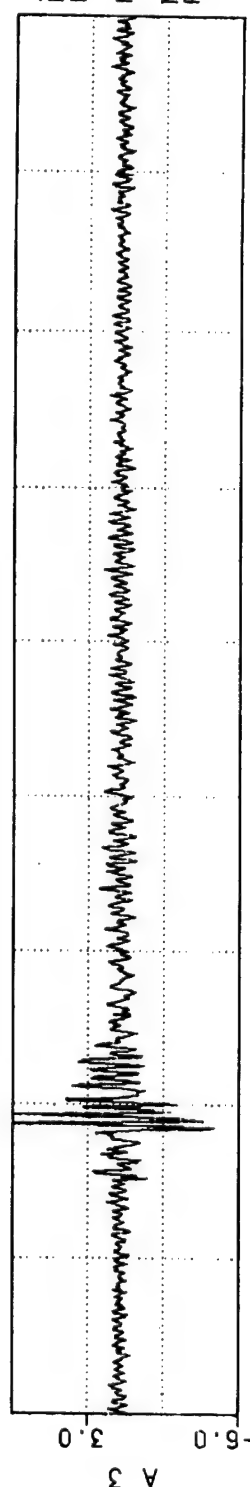
30 KNOTS : SPALL : LIGHT WEIGHT



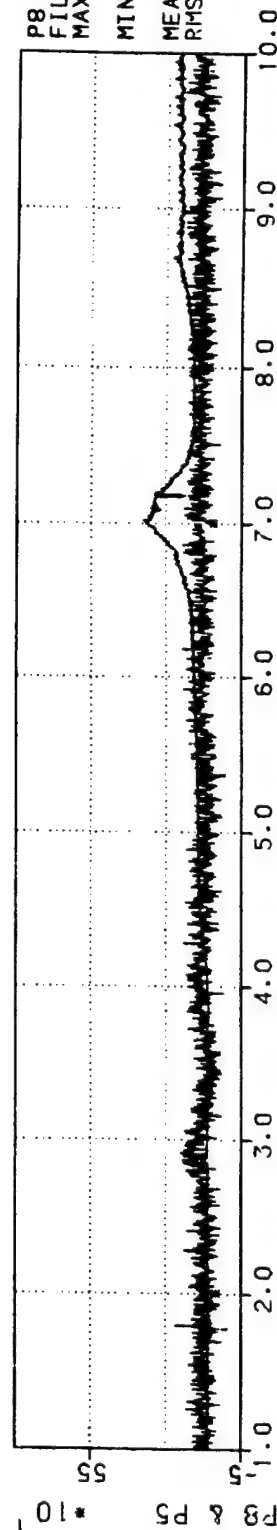
A6 & A4
FILE 9, CHAN 6
MAX = 2.109
MIN = 0.000 X10⁻¹⁰
MEAN = 1.022
RMS = 1.031



A 5
FILE 9, CHAN 5
MAX = 4.000
MIN = -1.145
MEAN = 0.963
RMS = 1.001



A 3
FILE 9, CHAN 3
MAX = 7.500
MIN = -4.533
MEAN = 1.073
RMS = 1.263



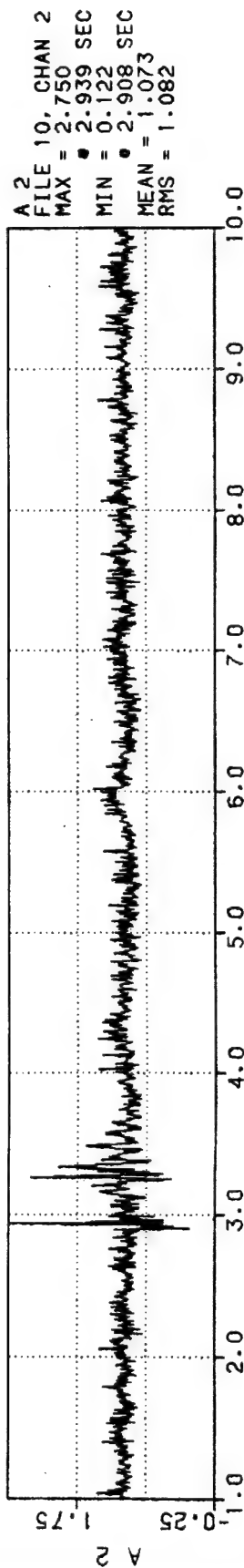
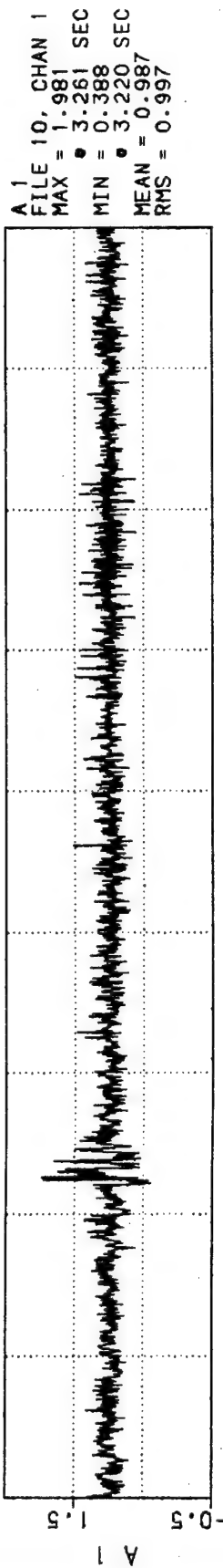
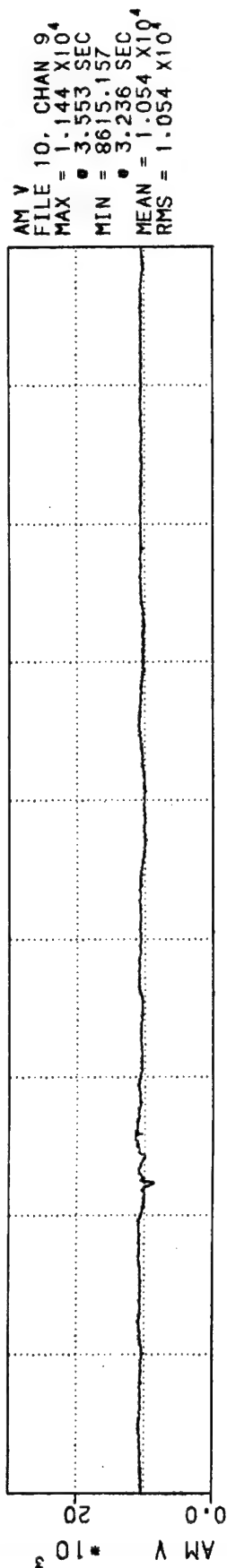
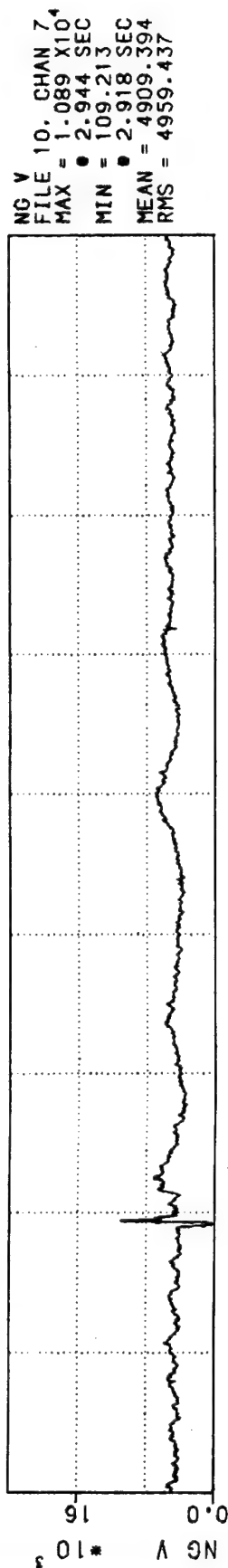
P8 & P5
FILE 9, CHAN 20
MAX = 339.053
MIN = 76.803
MEAN = 137.203
RMS = 147.495

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 9 PAGE NO. 6

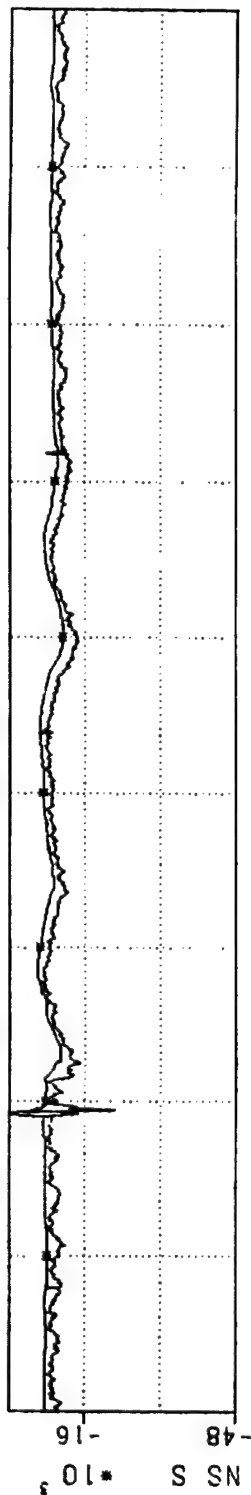
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : LIGHT WEIGHT



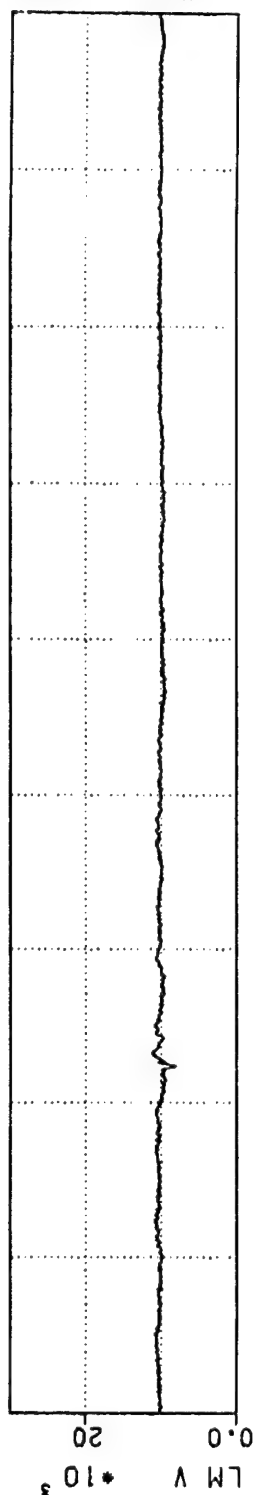
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 10 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

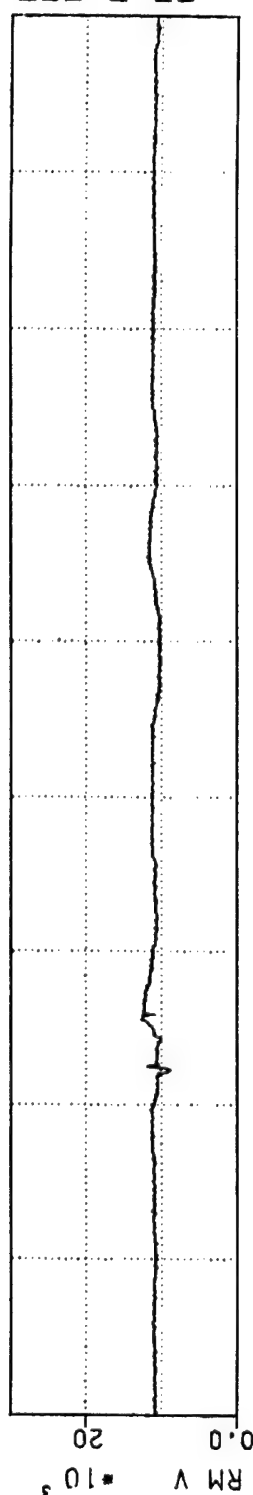
30 KNOTS : SPALL : LIGHT WEIGHT



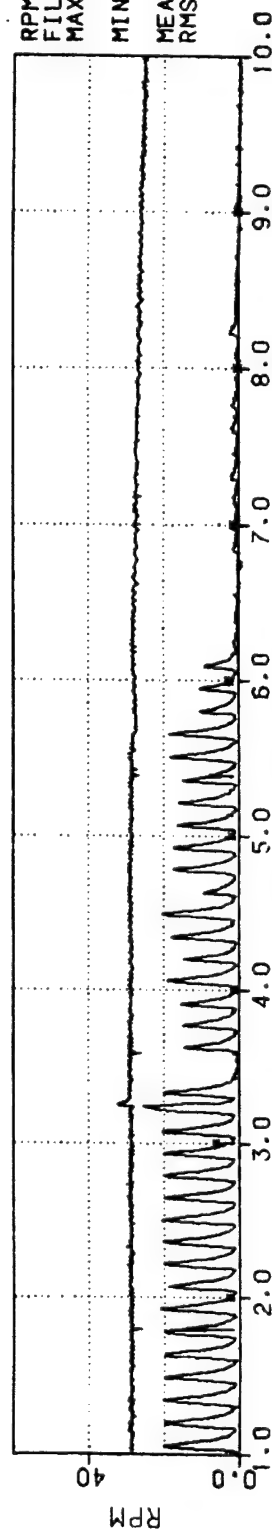
FILE 10, CHAN 7
MAX = -223.840
MIN = -2.918 SEC
MEAN = -2.241 X 10⁴
RMS = 2.944 SEC
RMS = 1.022 X 10⁴
RMS = 1.033 X 10⁴



FILE 10, CHAN 9
MAX = 1.112 X 10⁴
MIN = 3.323 SEC
MEAN = 7948.574
RMS = 3.241 SEC
RMS = 1.011 X 10⁴
RMS = 1.011 X 10⁴



FILE 10, CHAN 11
MAX = 1.264 X 10⁴
MIN = 3.553 SEC
MEAN = 8716.719
RMS = 3.226 SEC
RMS = 1.097 X 10⁴
RMS = 1.098 X 10⁴

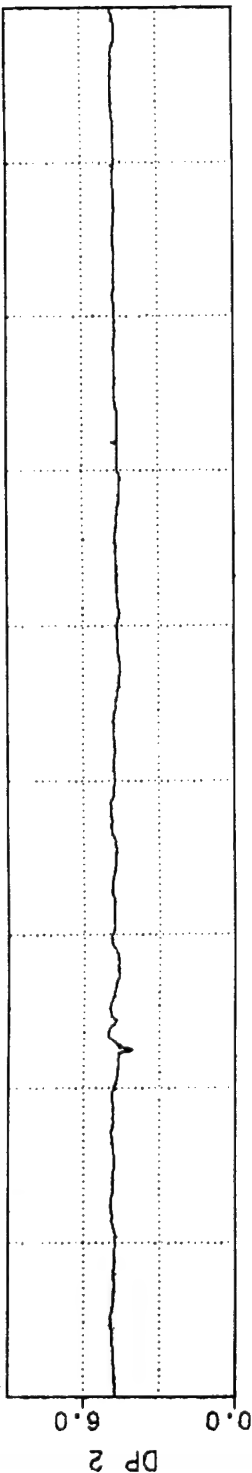


FILE 10, CHAN 25
MAX = 32.354
MIN = 3.256 SEC
MEAN = 24.276
RMS = 9.999 SEC
RMS = 27.817
RMS = 27.846

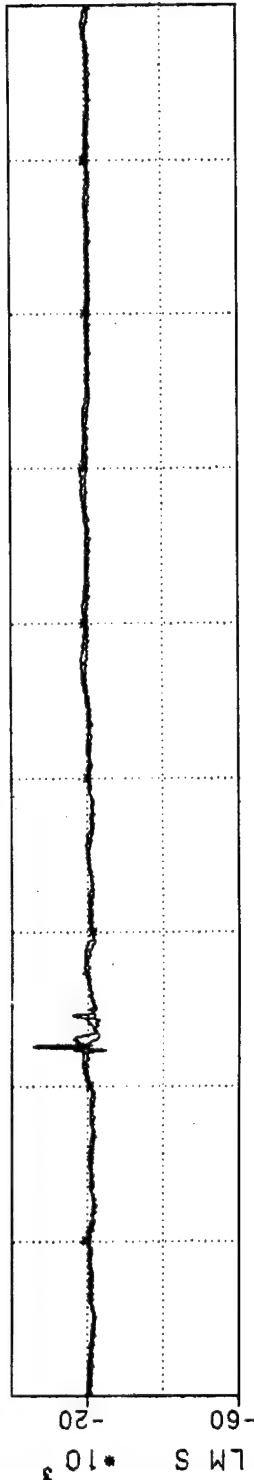
DELTA T (MSEC) = 5.120
RUN NO. 10 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

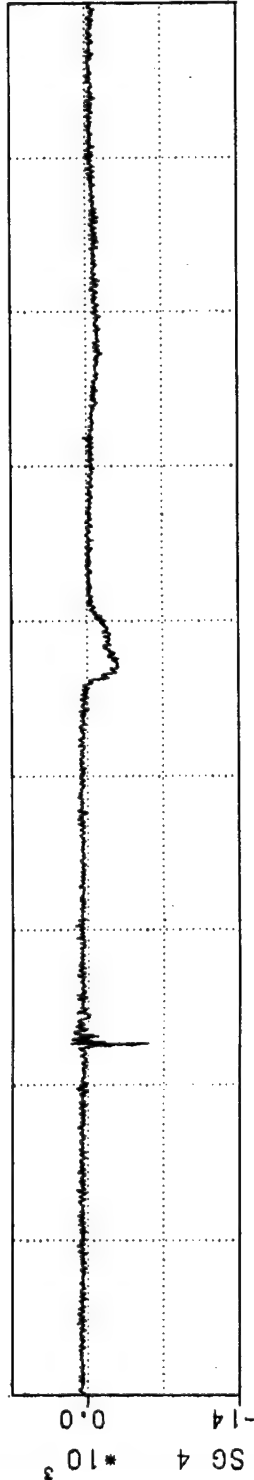
30 KNOTS : SPALL : LIGHT WEIGHT



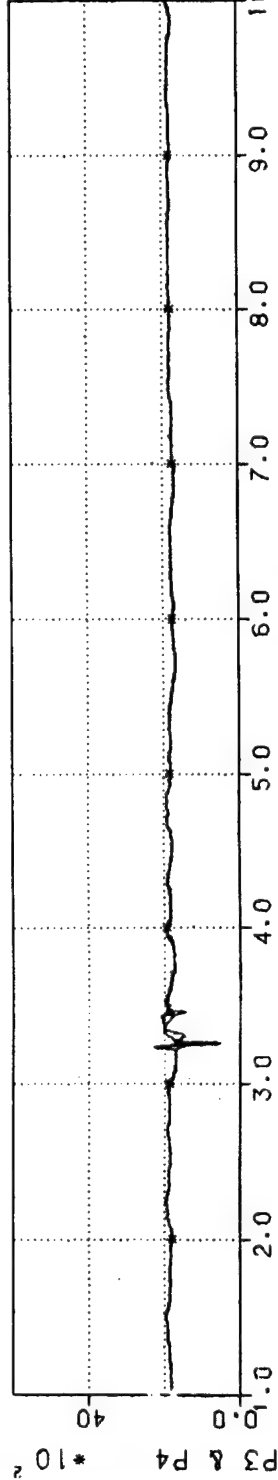
DP 2
FILE 10, CHAN 22
MAX = 5.030
MIN = 3.338 SEC
MEAN = 4.027
RMS = 3.246 SEC
RMS = 4.744



LM S
FILE 10, CHAN 9
MAX = -1.612 X10⁴
MIN = 3.241 SEC
MEAN = -2.298 X10⁴
RMS = 3.333 SEC
RMS = -2.080 X10⁴
RMS = 2.081 X10⁴



SG 4
FILE 10, CHAN 10
MAX = 1569.500
MIN = 3.267 SEC
MEAN = -5566.793
RMS = 3.261 SEC
RMS = -77.418
RMS = 728.401



P3 & P4
FILE 10, CHAN 15
MAX = 2029.942
MIN = 3.333 SEC
MEAN = 1386.319
RMS = 3.246 SEC
RMS = 1822.165
RMS = 1823.359

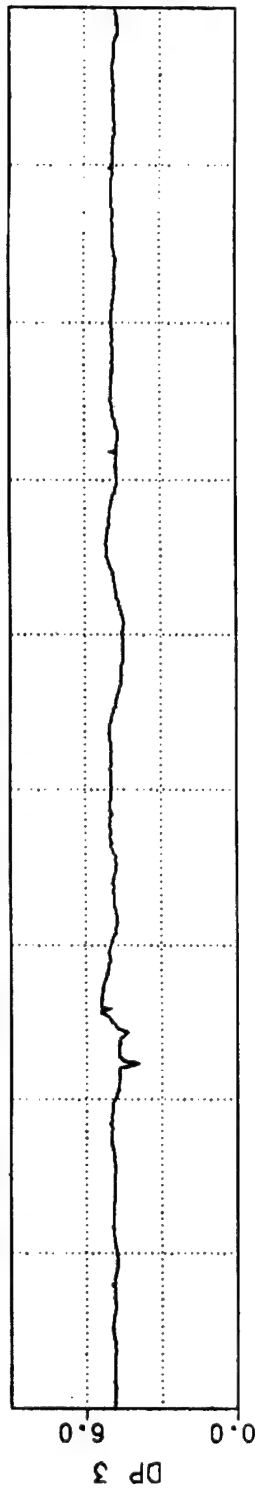
TIME - SECONDS

DELTA T (MSEC) = 5.120

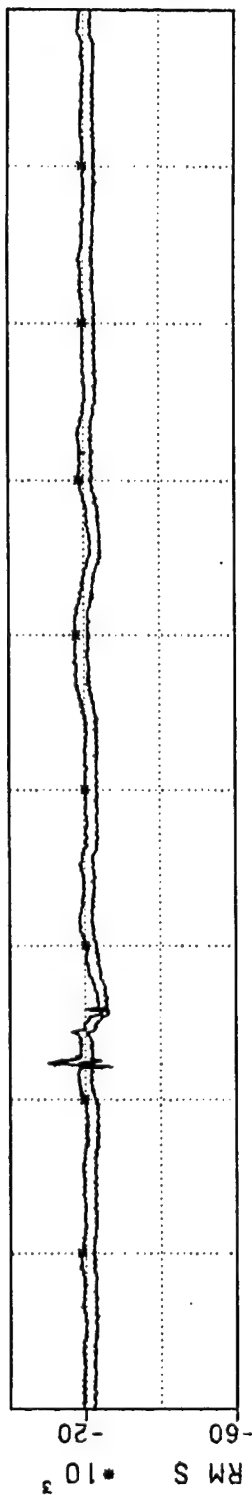
RUN NO. 10 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

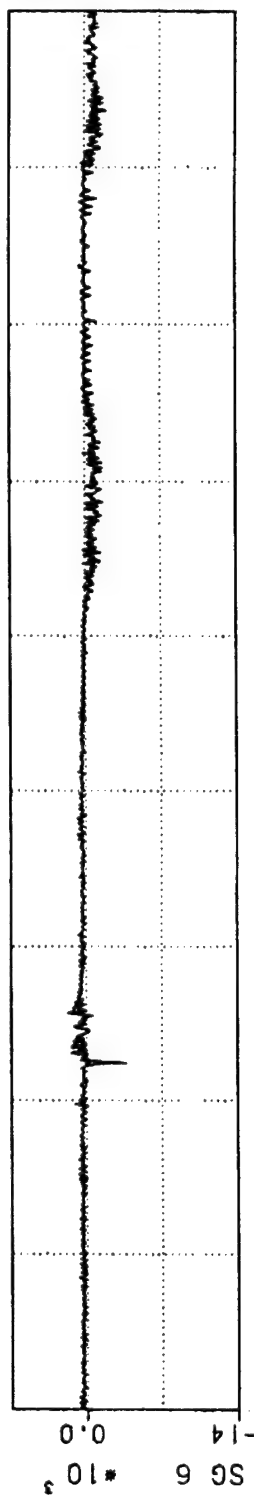
30 KNOTS : SPALL : LIGHT WEIGHT



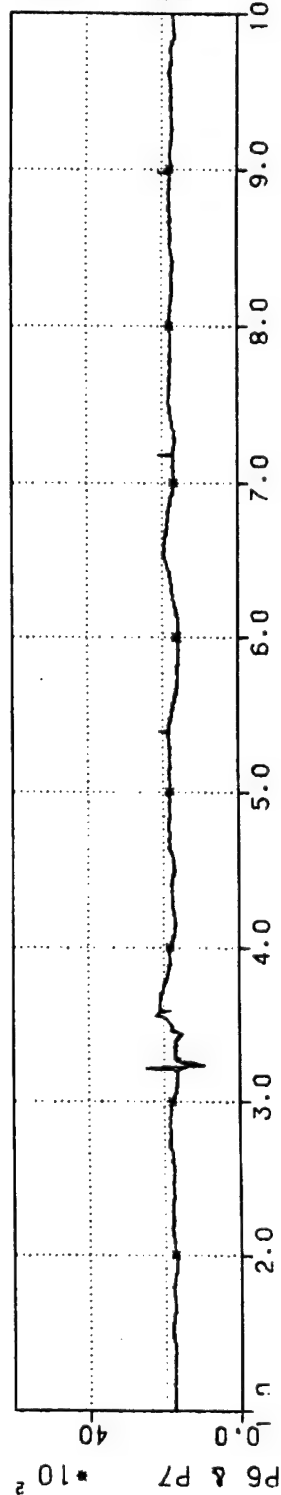
DP 3
FILE 10, CHAN 23
MAX = 5.407
MIN = 3.569 SEC
MEAN = 3.906
RMS = 3.231 SEC
RMS = 4.866



RM S
FILE 10, CHAN 11
MAX = -1.764 X10⁴
MIN = -2.263 X10⁴
MEAN = -2.263 X10⁴
RMS = 2.264 X10⁴



SG 6
FILE 10, CHAN 12
MAX = 1658.969
MIN = -3622.754
MEAN = 2.292
RMS = 540.526



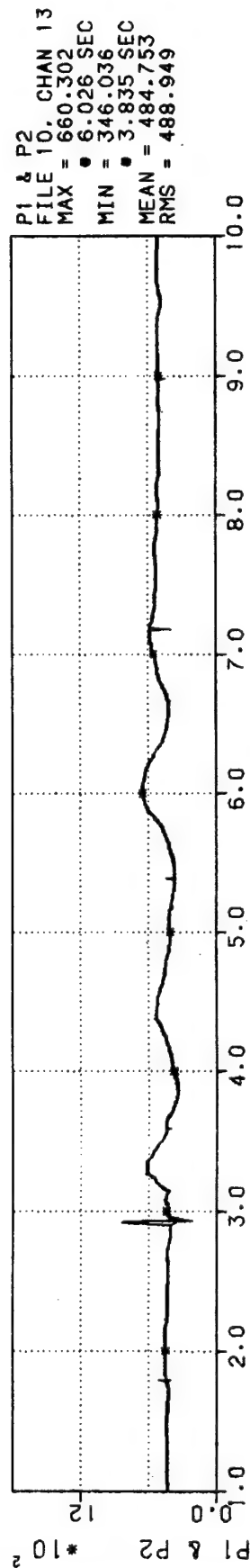
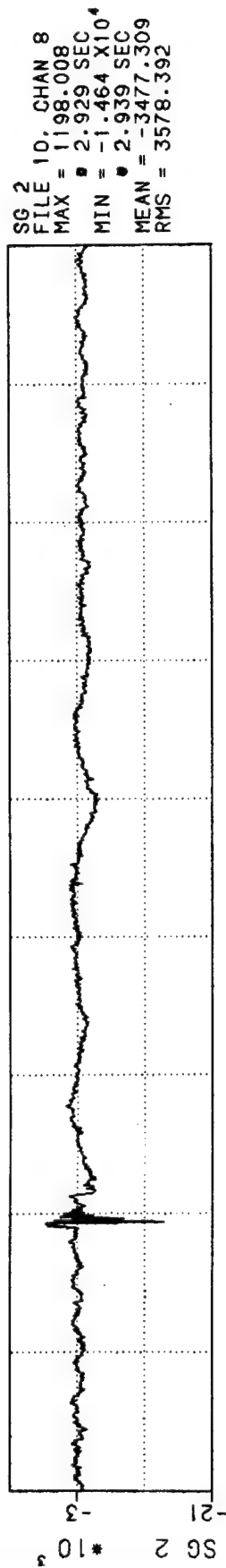
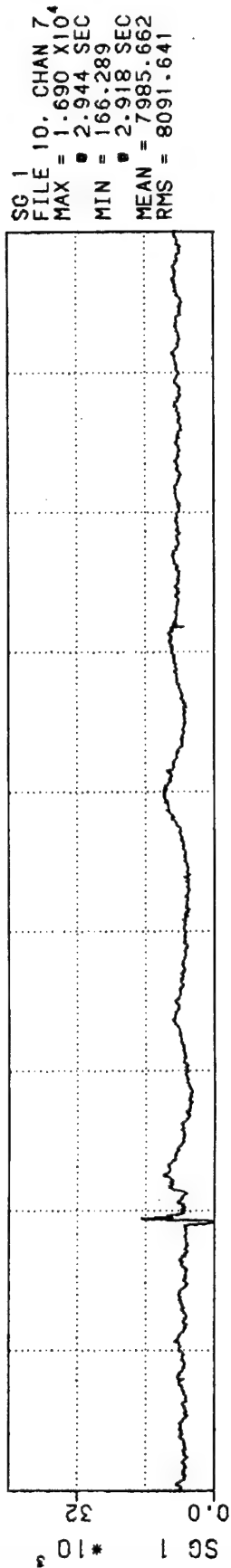
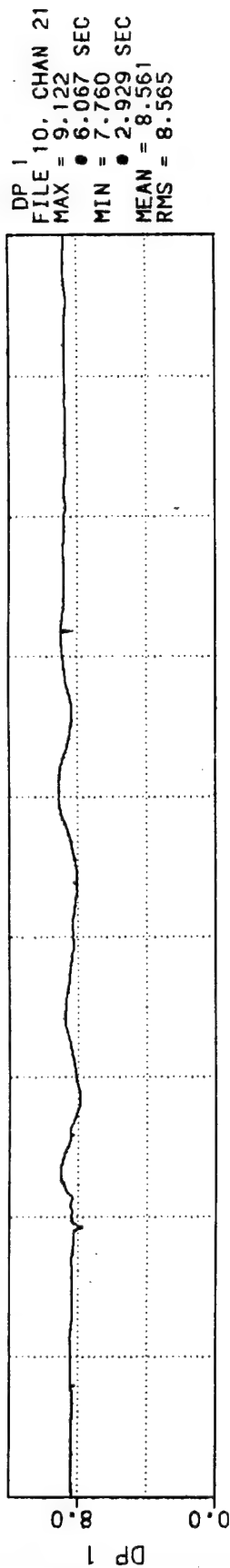
P6 & P7
FILE 10, CHAN 18
MAX = 2170.359
MIN = 1331.683
MEAN = 1769.293
RMS = 1771.630

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 10 PAGE NO. 4

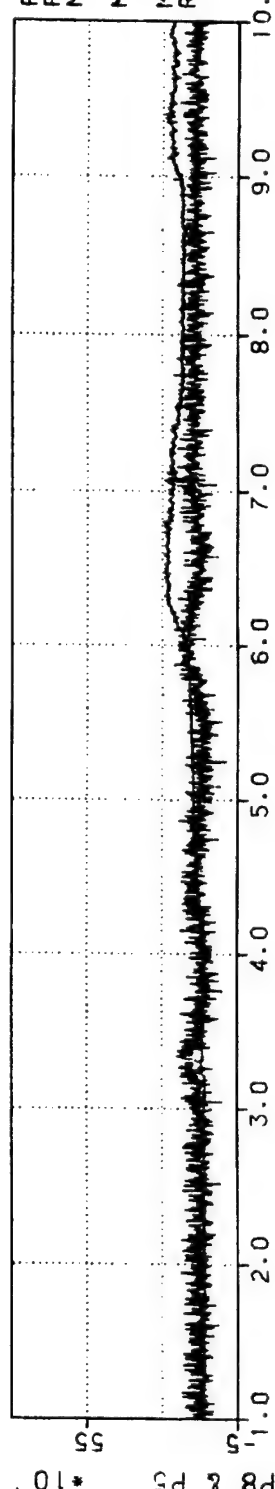
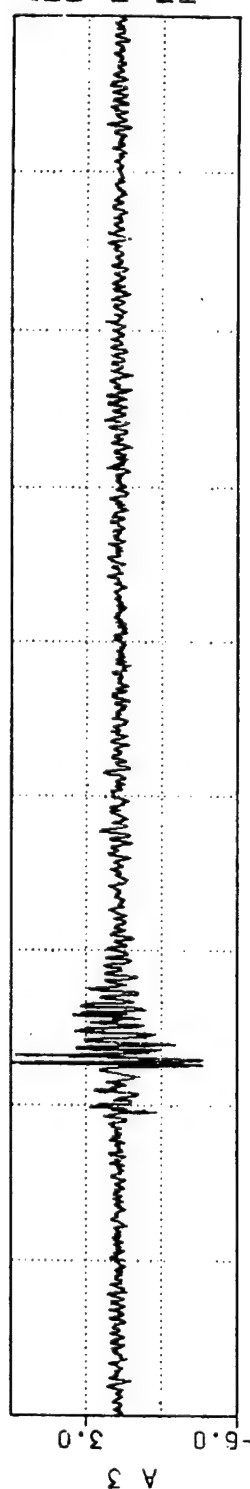
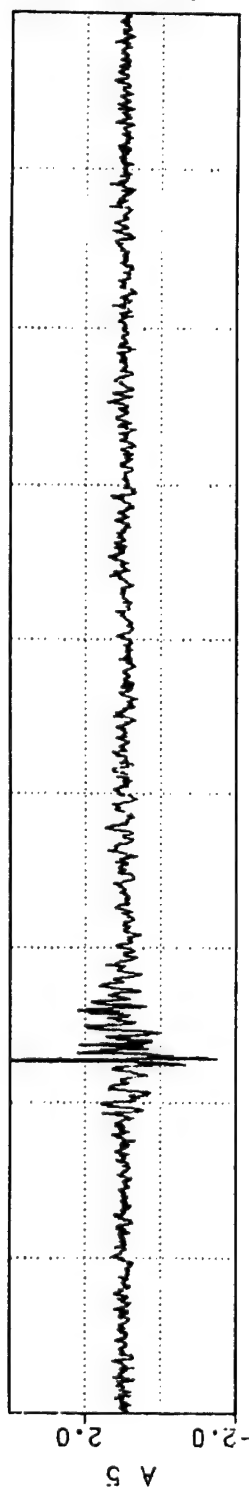
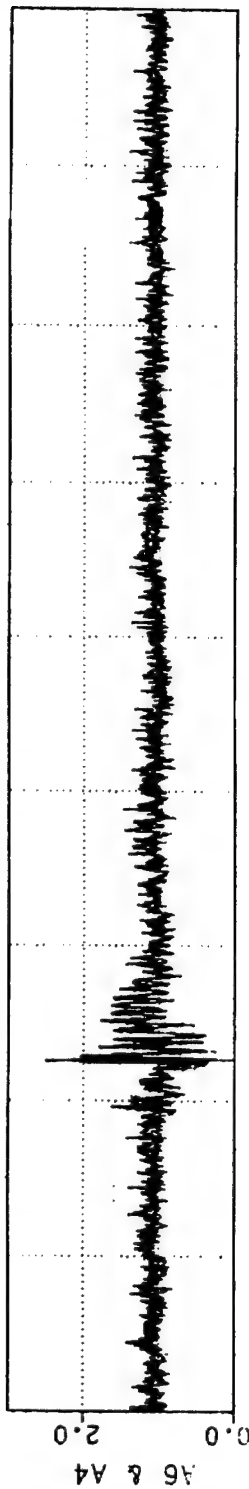
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 10 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

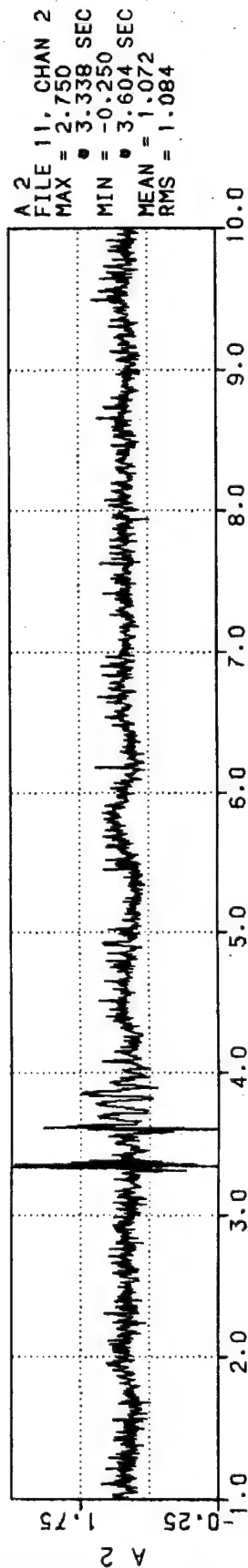
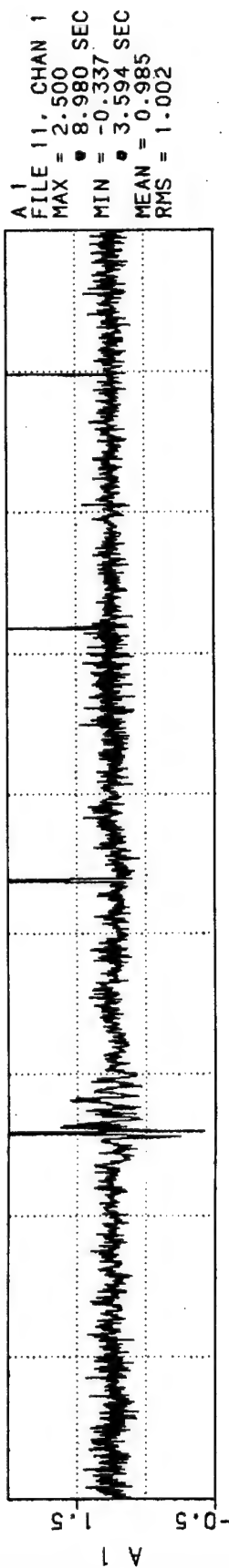
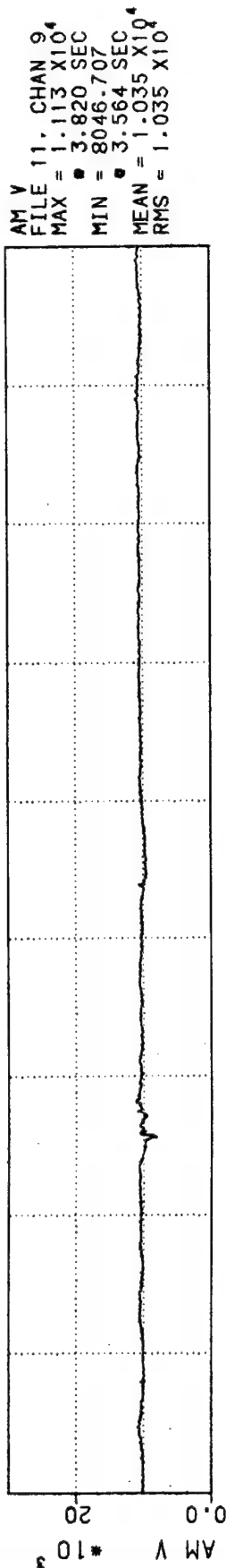
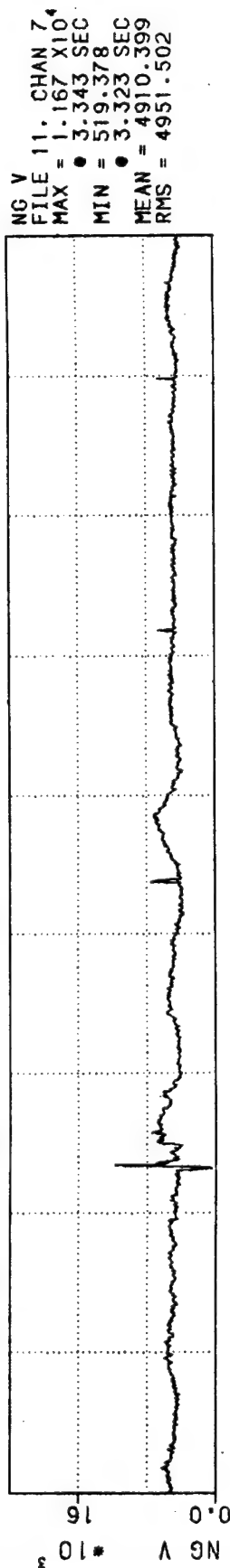
30 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
 RUN NO. 10 PAGE NO. 6
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT



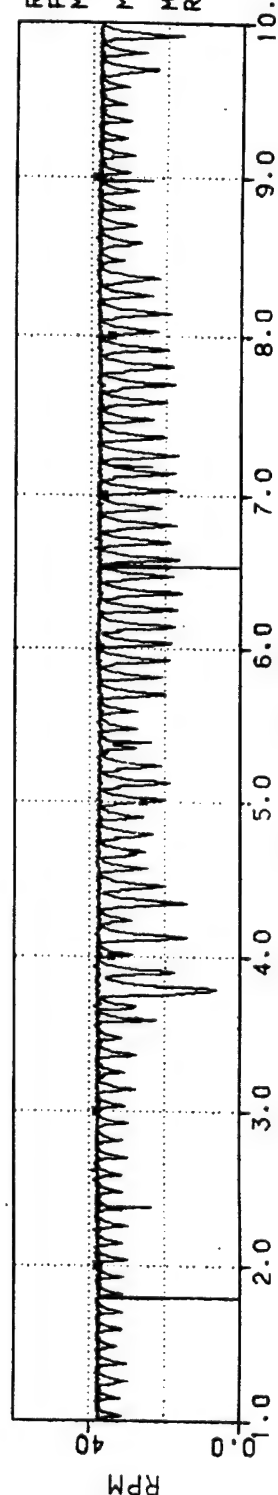
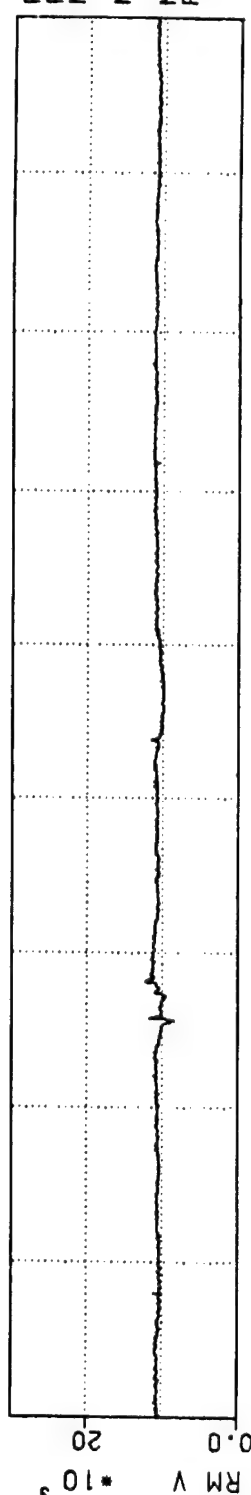
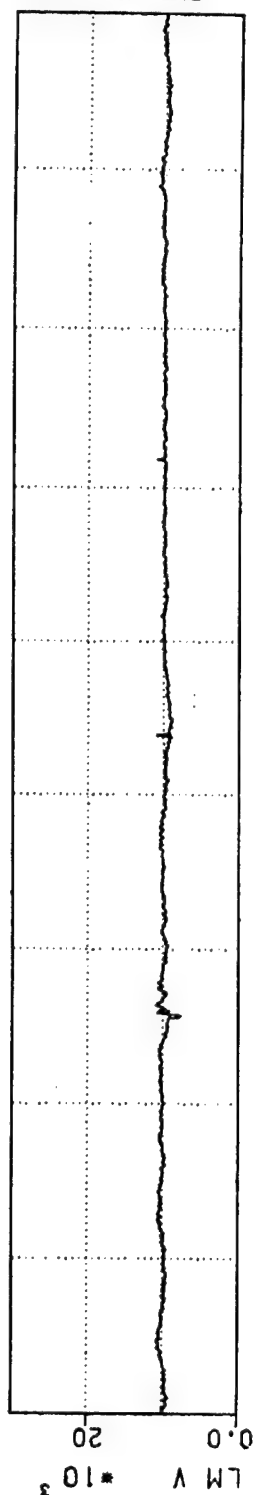
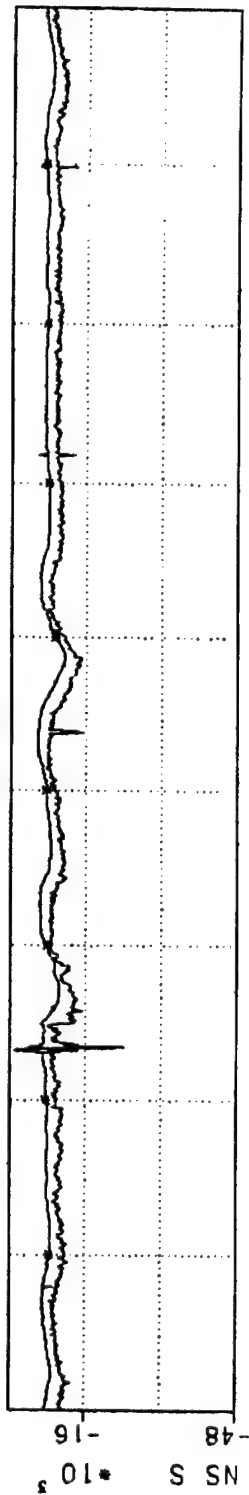
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

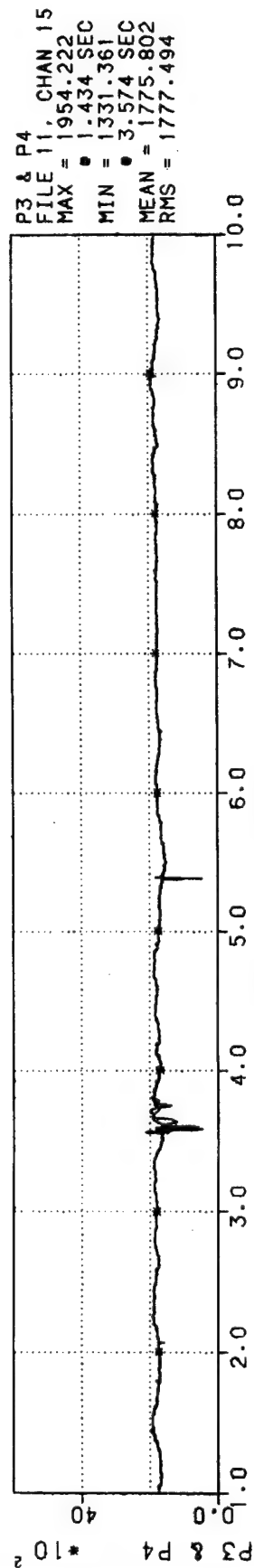
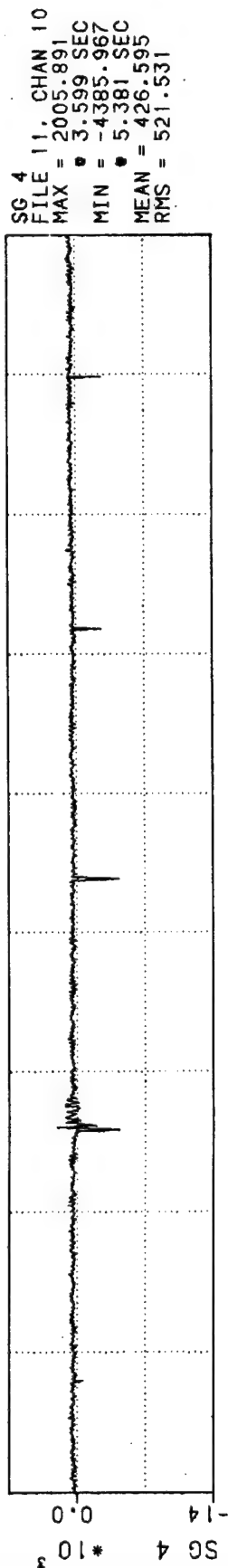
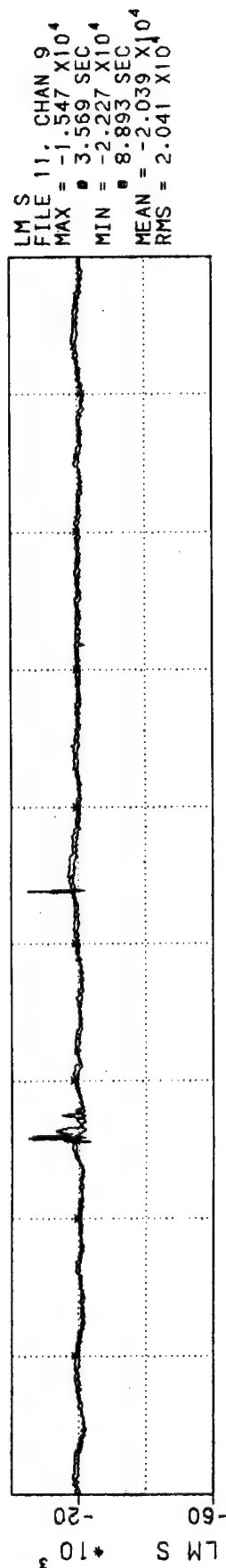
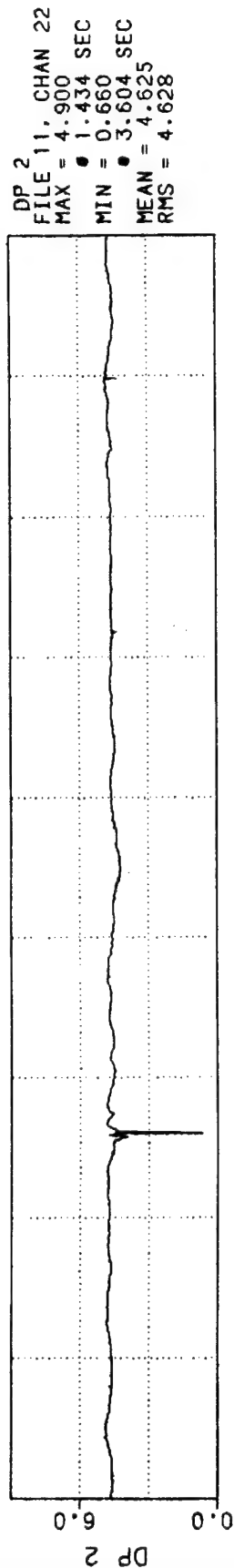
40 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 11 PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT



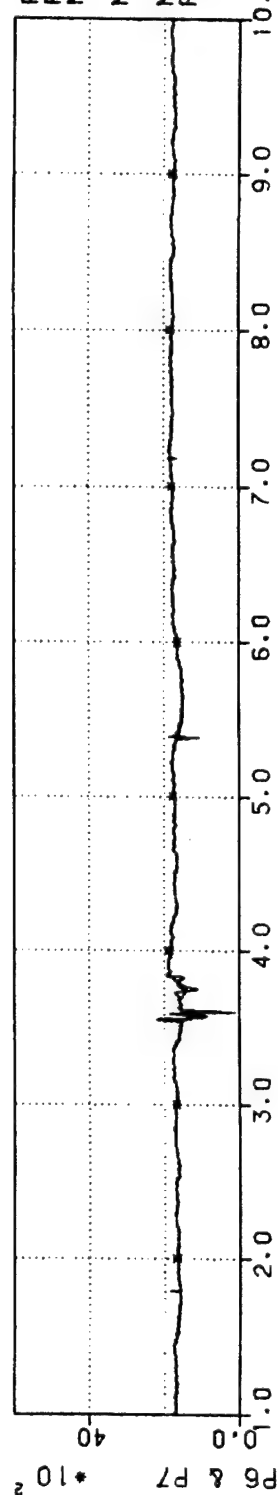
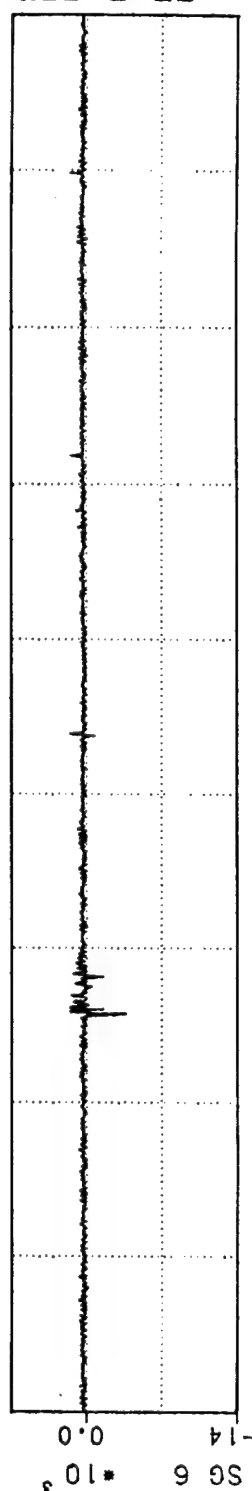
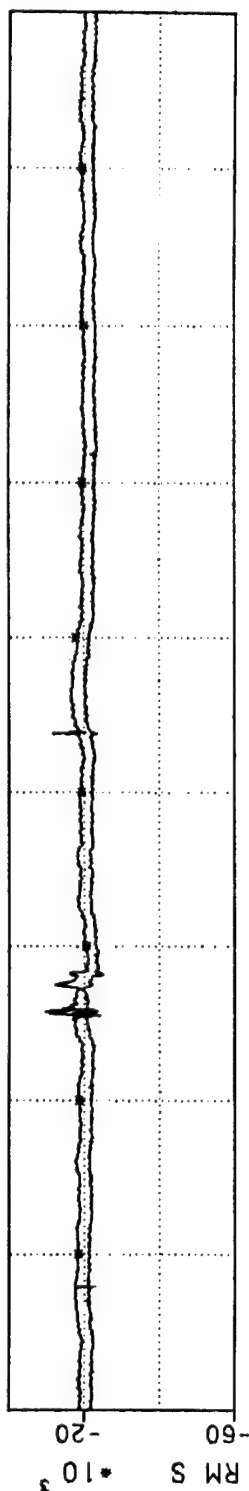
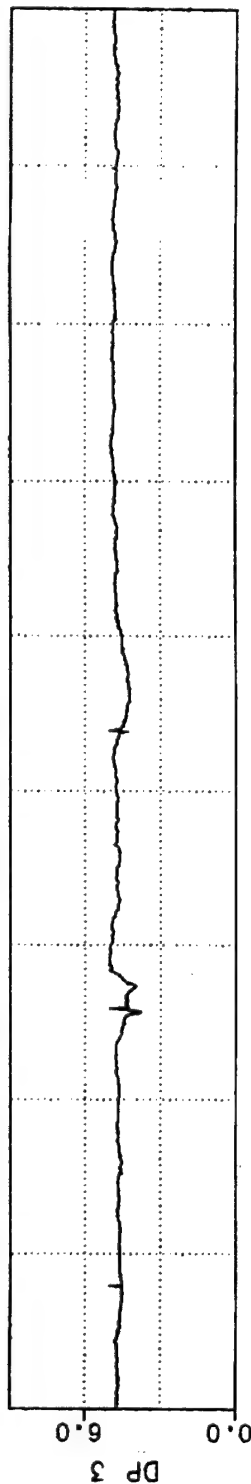
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS

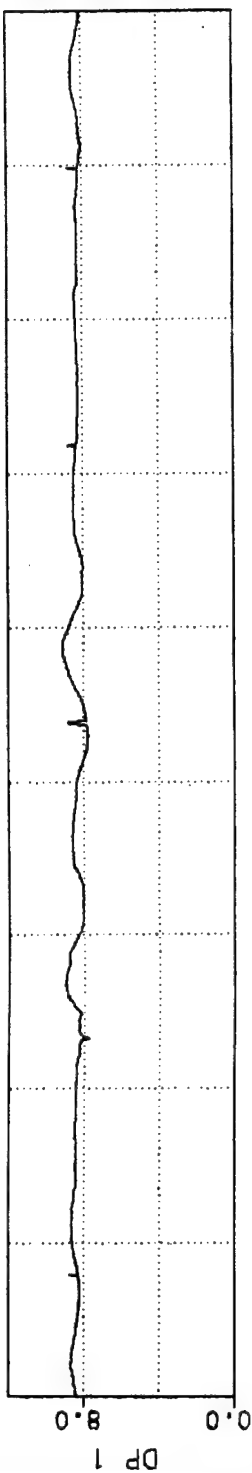
DELTA T (MSEC) = 5.120

RUN NO. 11 PAGE NO. 4

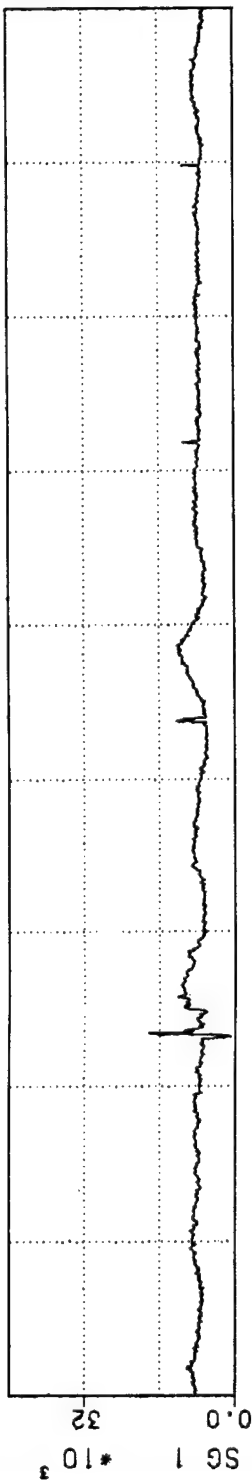
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : LIGHT WEIGHT

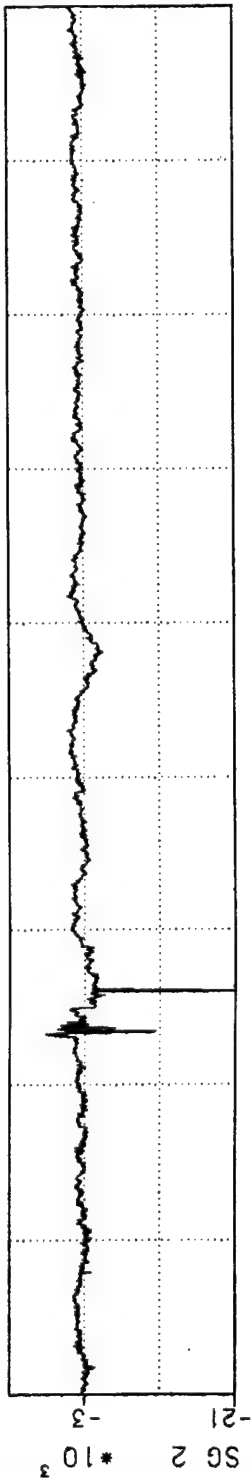
DP 1
FILE 11, CHAN 21
MAX = 9.122
MIN = 5.883 SEC
MEAN = 7.754
RMS = 3.328 SEC
RMS = 8.387



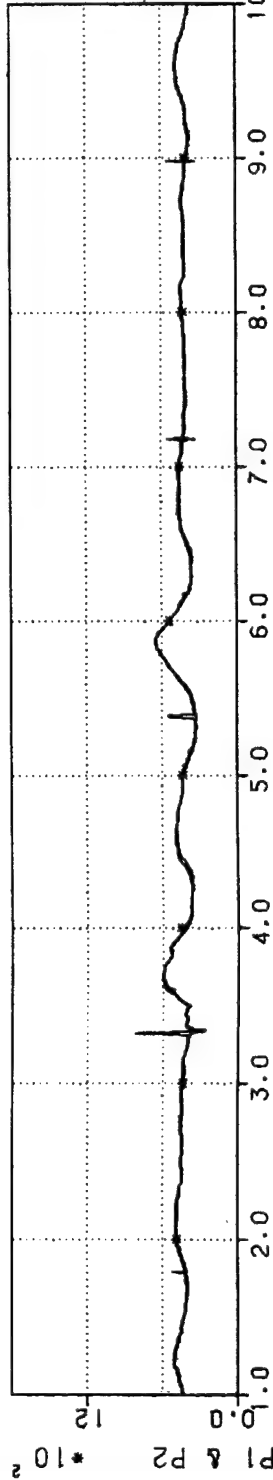
SG 1
FILE 11, CHAN 7
MAX = 1.811 X10⁴
MIN = 3.343 SEC
MEAN = 788.547
RMS = 3.323 SEC
RMS = 7842.011
RMS = 7928.887



SG 2
FILE 11, CHAN 8
MAX = 1691.820
MIN = 3.328 SEC
MEAN = -2.100 X10⁴
RMS = 3.604 SEC
RMS = -2581.405
RMS = 2721.858



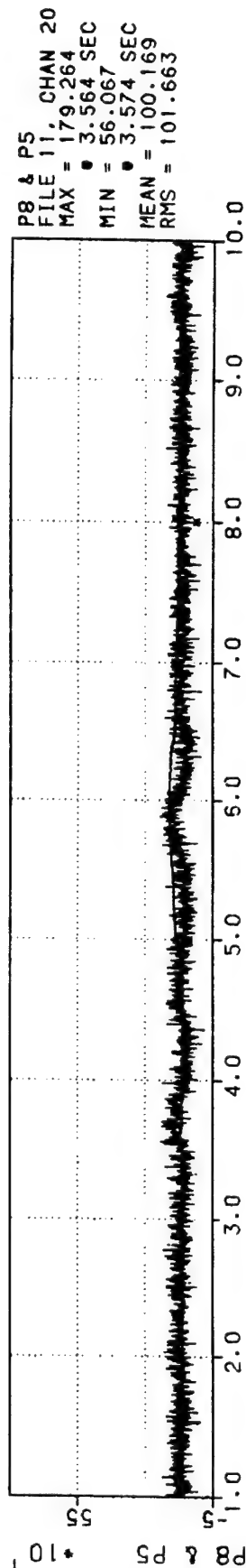
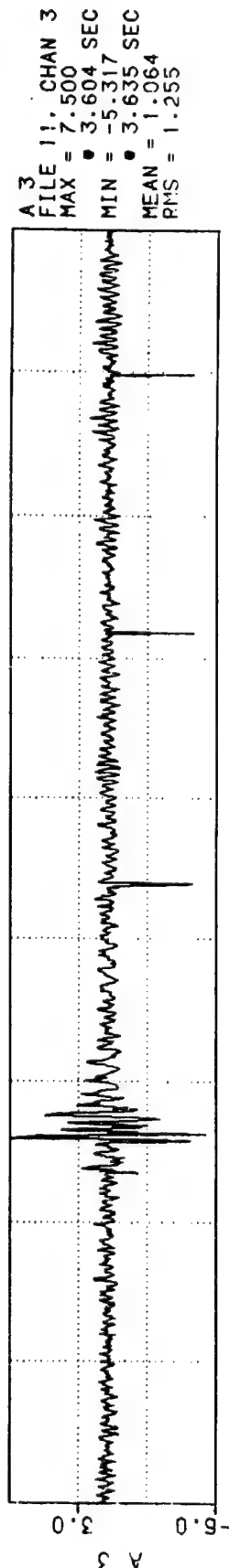
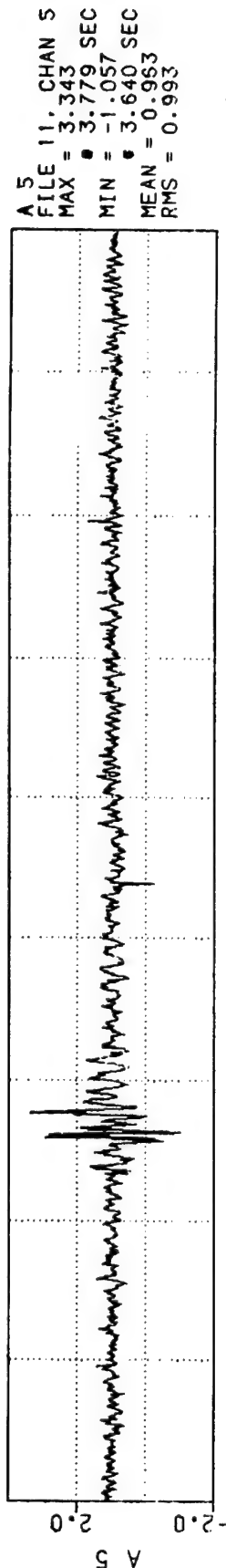
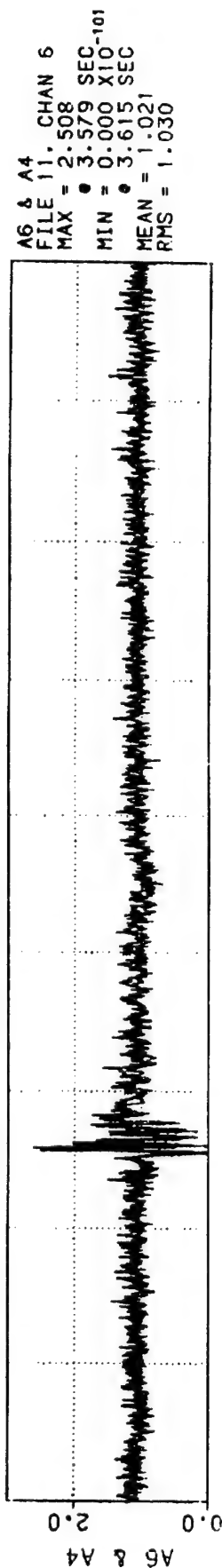
P1 & P2
FILE 11, CHAN 13
MAX = 654.187
MIN = 5.873 SEC
MEAN = 331.362
RMS = 5.294 SEC
RMS = 444.737
RMS = 448.160



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 11 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

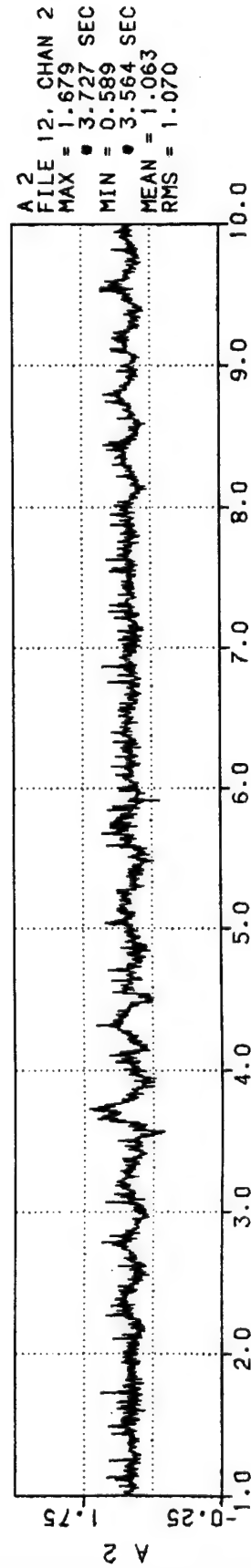
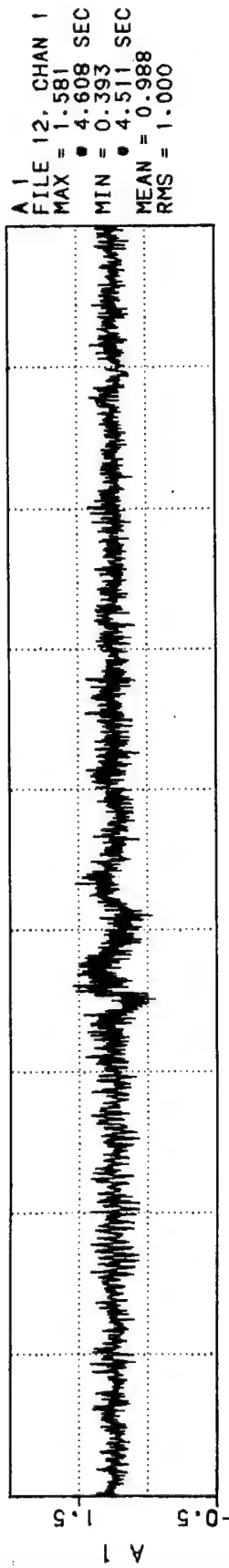
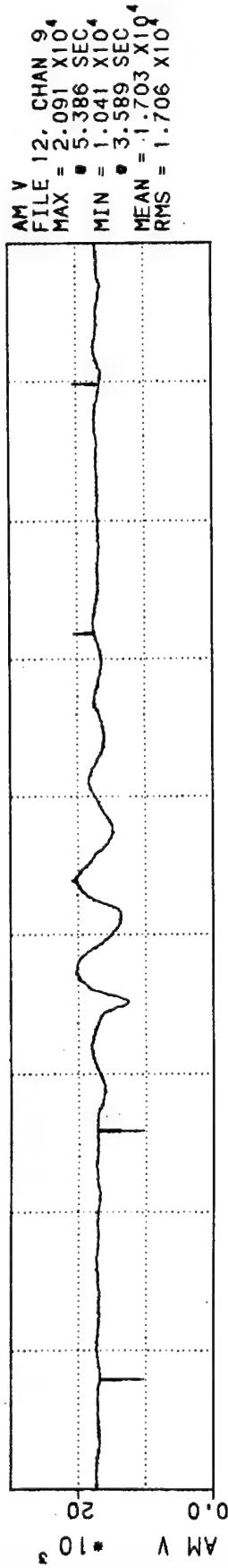
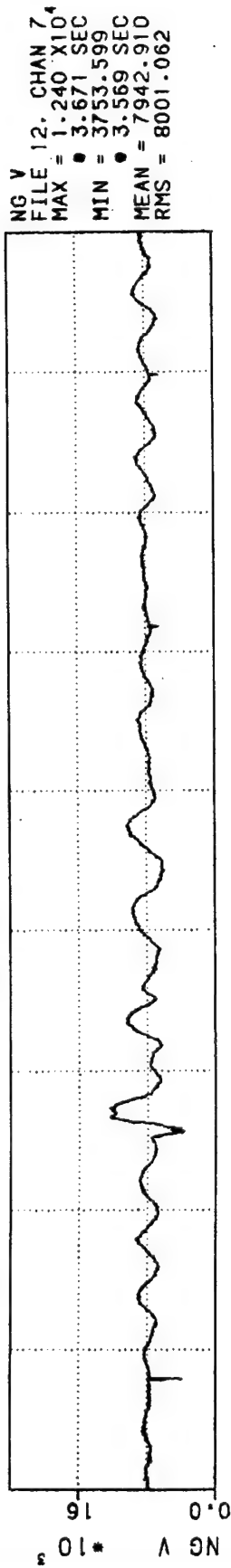
40 KNOTS : SPALL : LIGHT WEIGHT



TIME - SECONDS
 RUN NO. 11 PAGE NO. 6
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



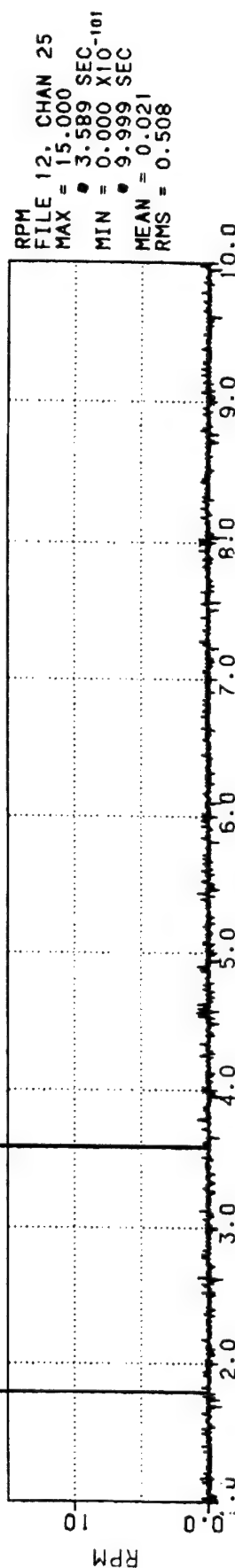
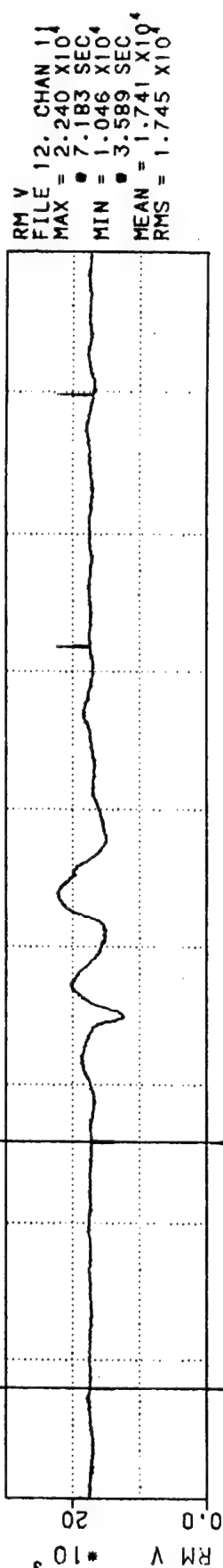
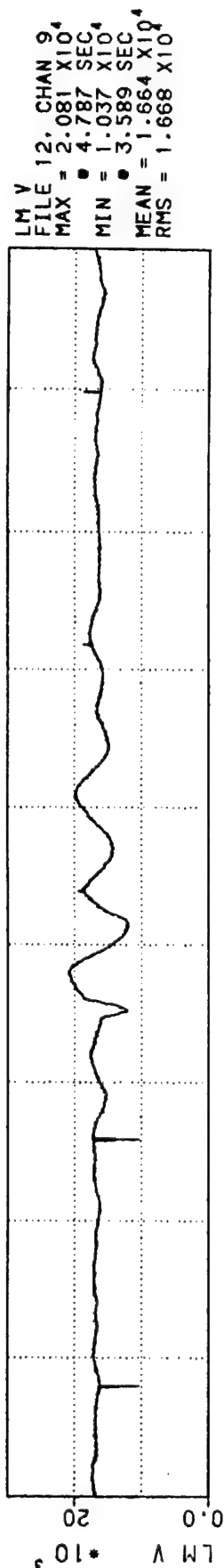
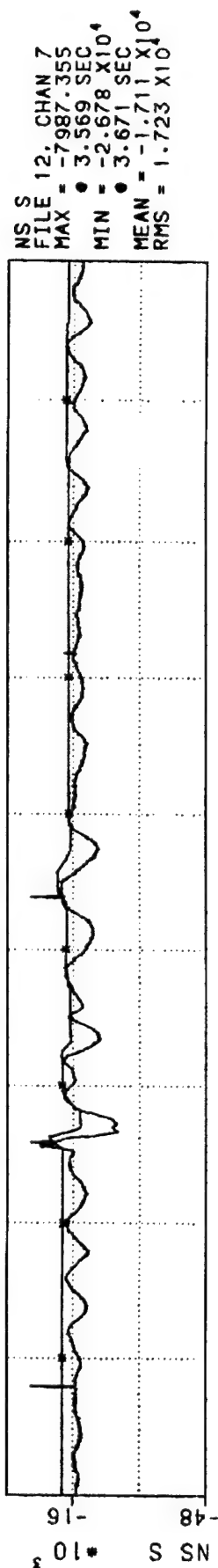
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

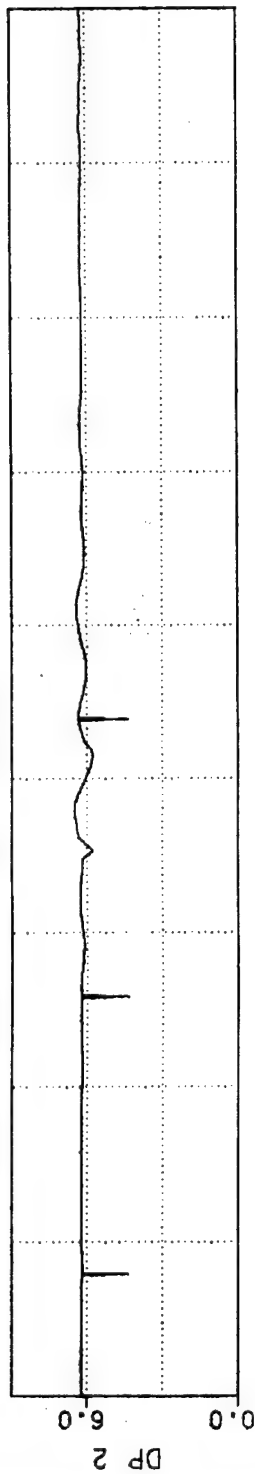
10 KNOTS : SPALL : HEAVY WEIGHT



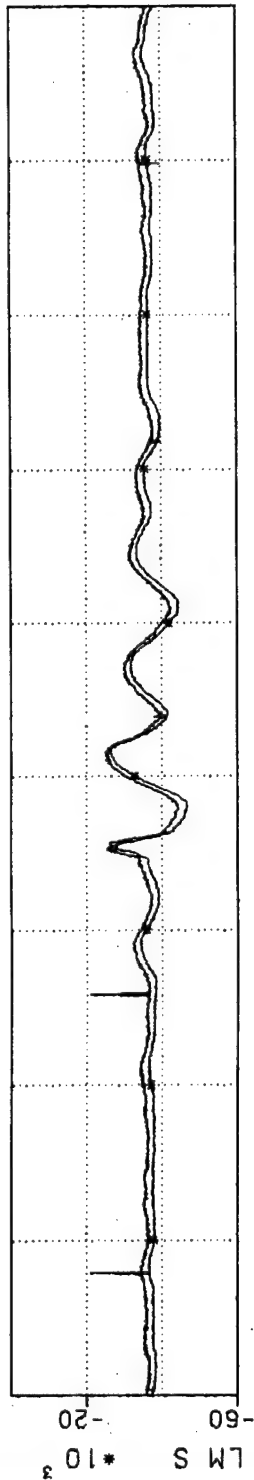
TIME - SECONDS
RUN NO. 12
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

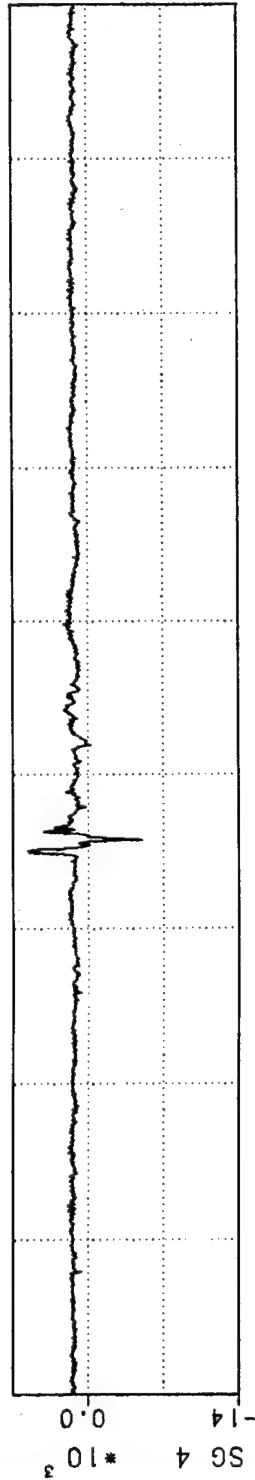
10 KNOTS : SPALL : HEAVY WEIGHT



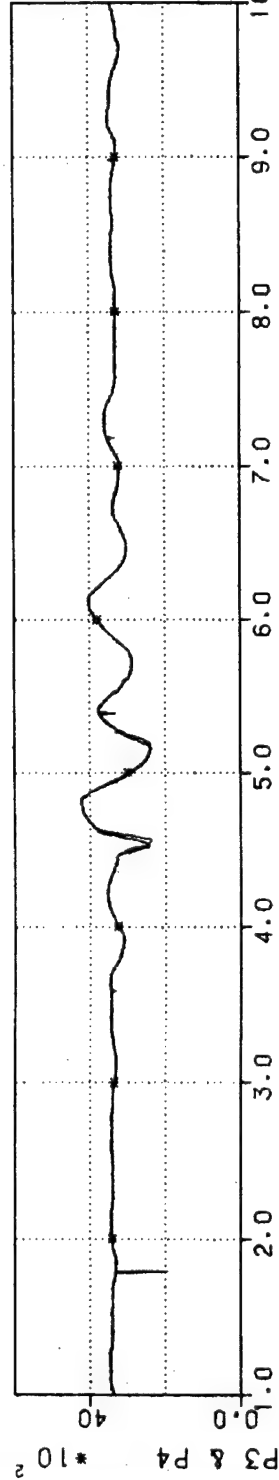
DP 2
FILE 12, CHAN 22
MAX = 6.482
MIN = 4.833 SEC
MEAN = 4.340
RMS = 5.386 SEC
RMS = 6.201



LM S
FILE 12, CHAN 9
MAX = -2.115 X10⁴
MIN = 3.589 SEC
MEAN = -4.436 X10⁴
RMS = 4.808 SEC
RMS = -3.529 X10⁴
RMS = 3.539 X10⁴



SG 4
FILE 12, CHAN 10
MAX = 5574.037
MIN = 4.500 SEC
MEAN = -5002.053
RMS = 4.572 SEC
RMS = 1329.605
RMS = 1398.821



P3 & P4
FILE 12, CHAN 15
MAX = 4228.275
MIN = 4.828 SEC
MEAN = 2381.676
RMS = 5.161 SEC
RMS = 3367.632
RMS = 3377.245

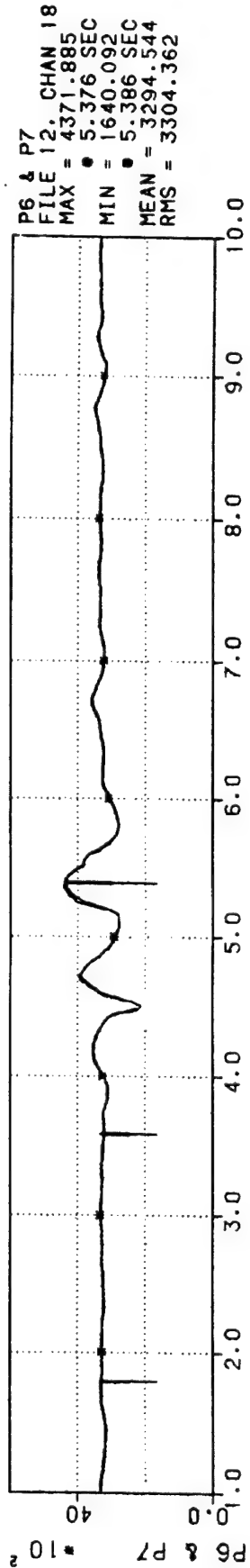
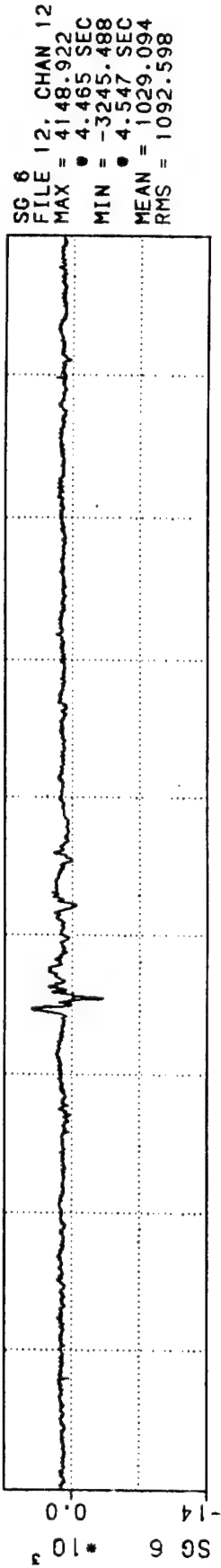
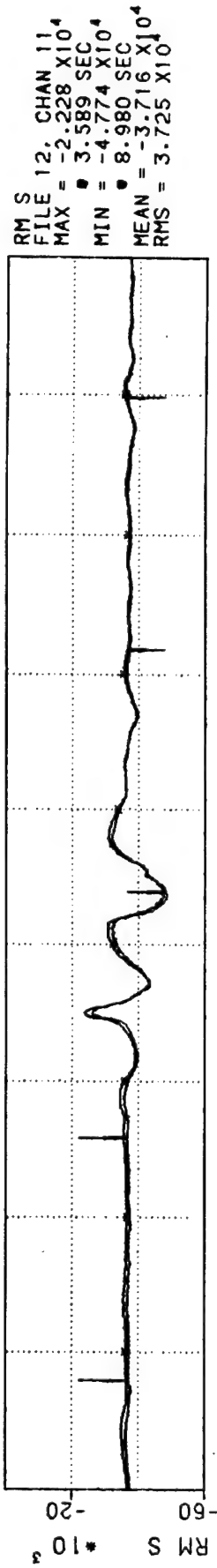
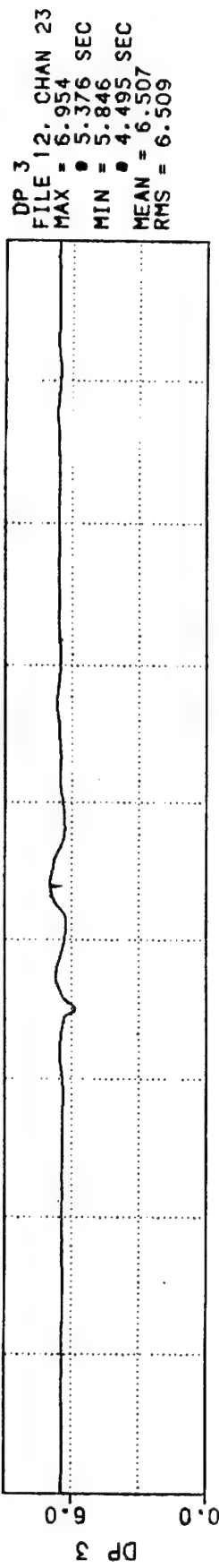
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



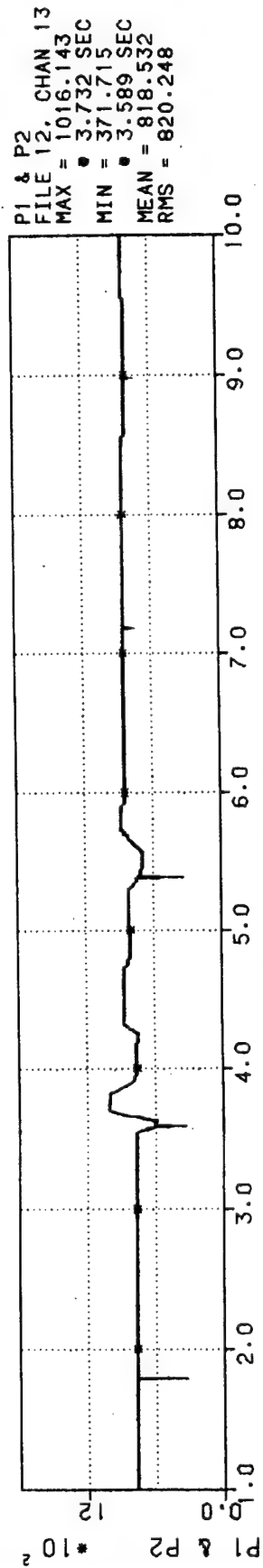
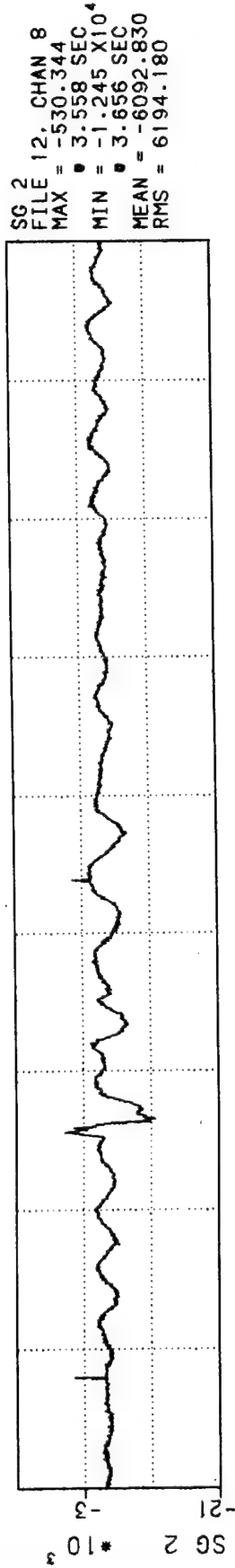
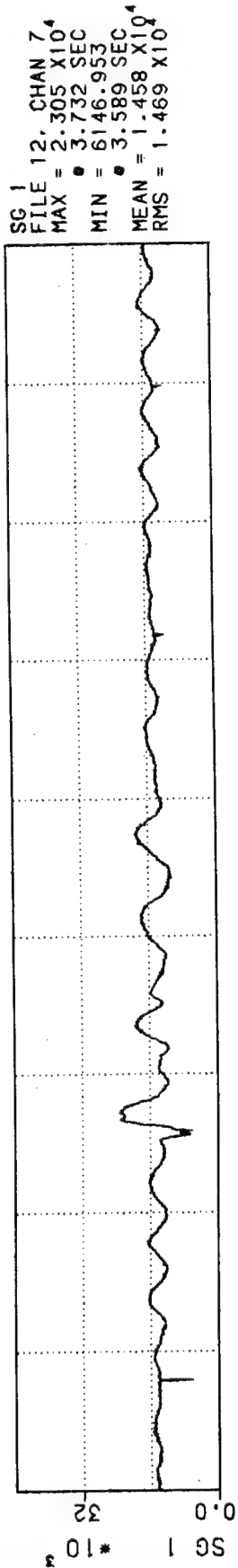
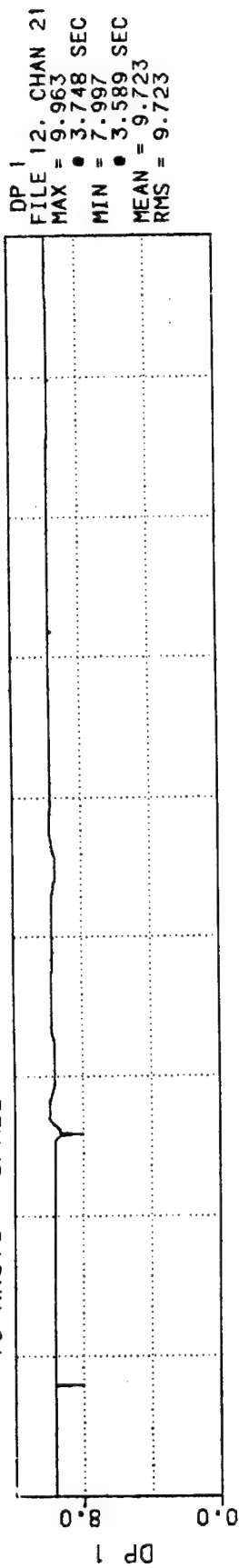
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT

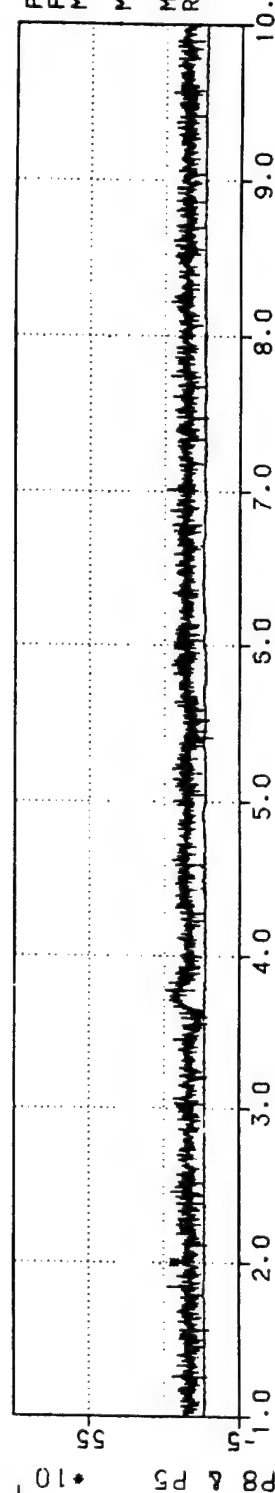
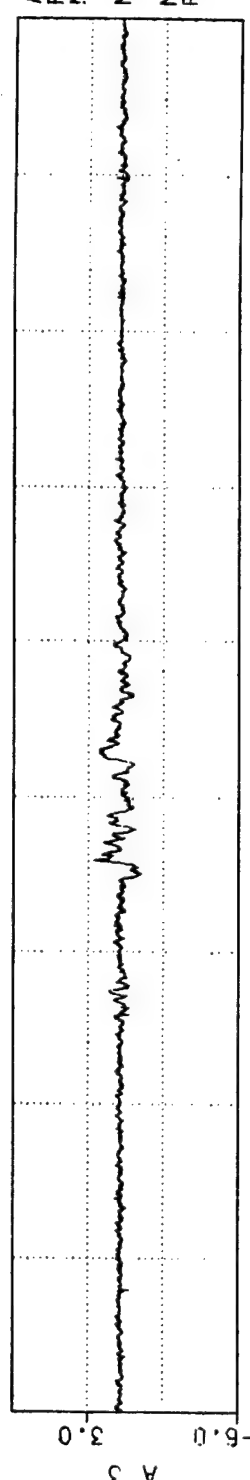
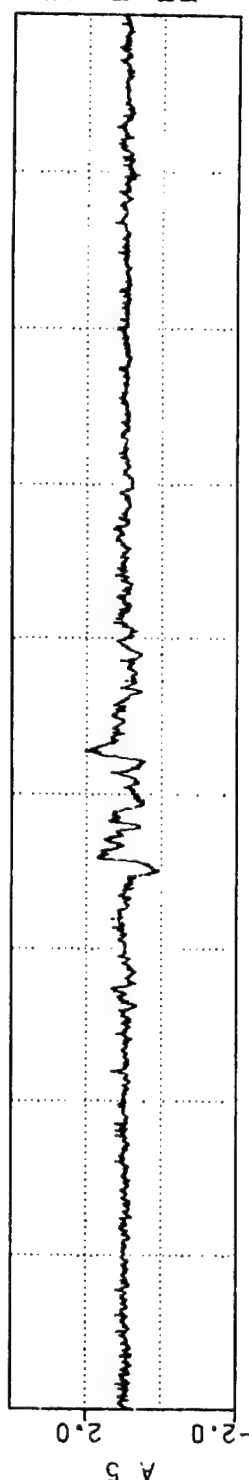
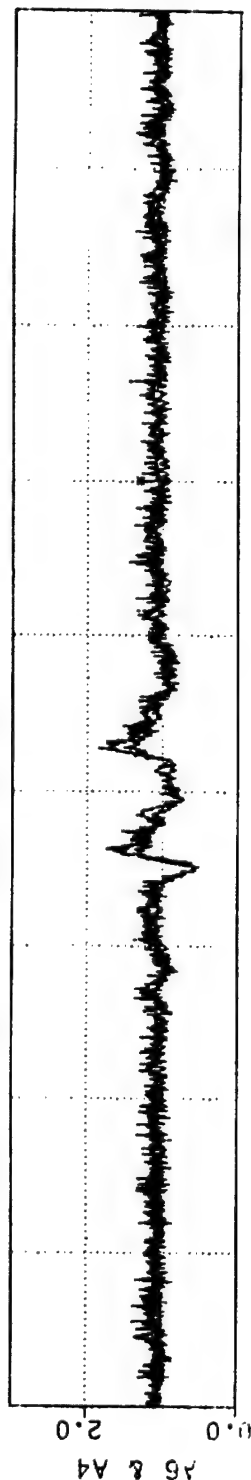


TIME - SECONDS DELTA T (MSEC) = 5.120

RUN NO. 12 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

10 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS

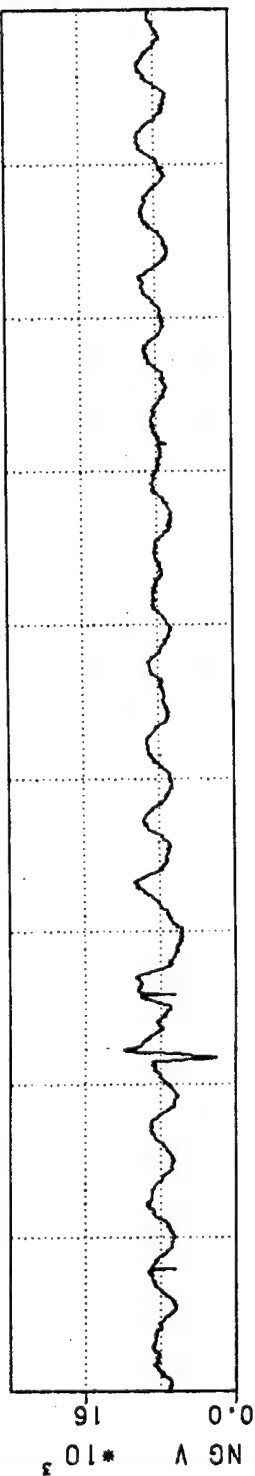
DELTA T (MSEC) = 5.120

RUN NO. 12

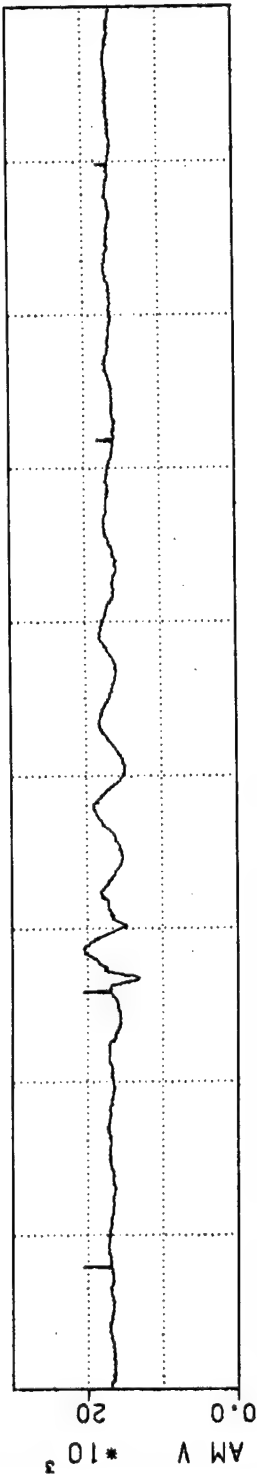
PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : HEAVY WEIGHT

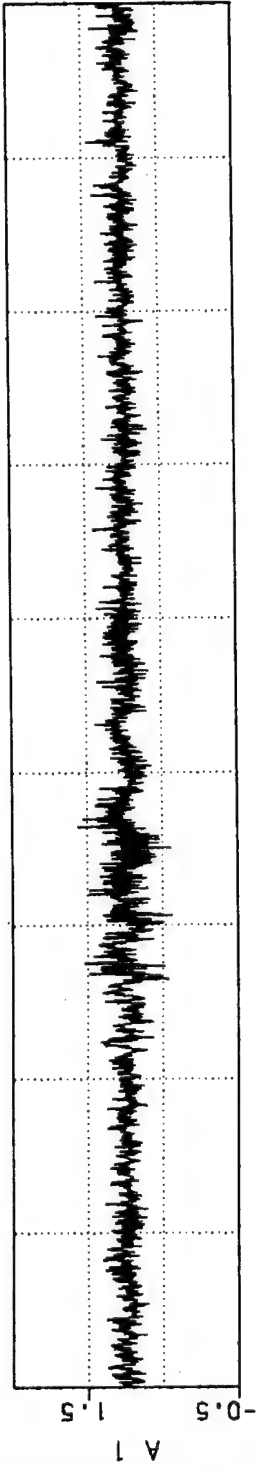
NG V
FILE 13, CHAN 7
MAX = 1.189 X10⁴
MIN = 3.226 SEC
MEAN = 1982.391
RMS = 3.174 SEC
RMS = 7973.707
RMS = 8039.478



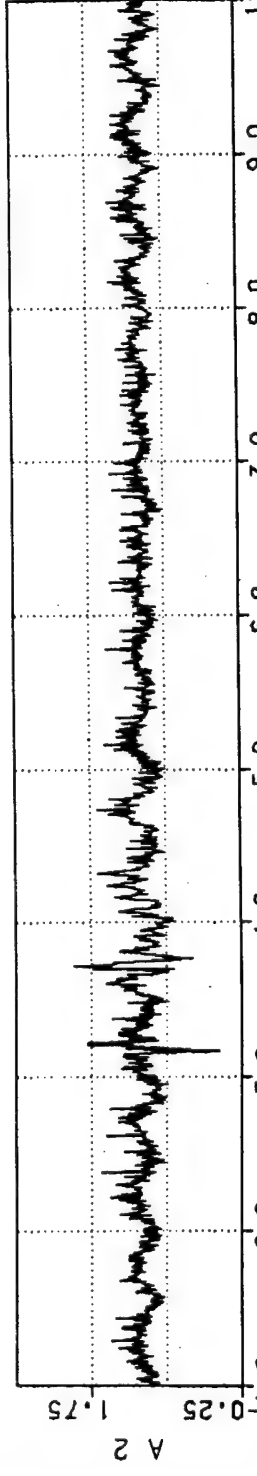
AM V
FILE 13, CHAN 9
MAX = 2.052 X10⁴
MIN = 3.866 SEC
MEAN = 1.313 X10⁴
RMS = 3.676 SEC
RMS = 1.678 X10⁴
RMS = 1.679 X10⁴



A 1
FILE 13, CHAN 1
MAX = 1.616
MIN = 4.644 SEC
MEAN = 0.383
RMS = 4.065 SEC
RMS = 0.982
RMS = 0.993

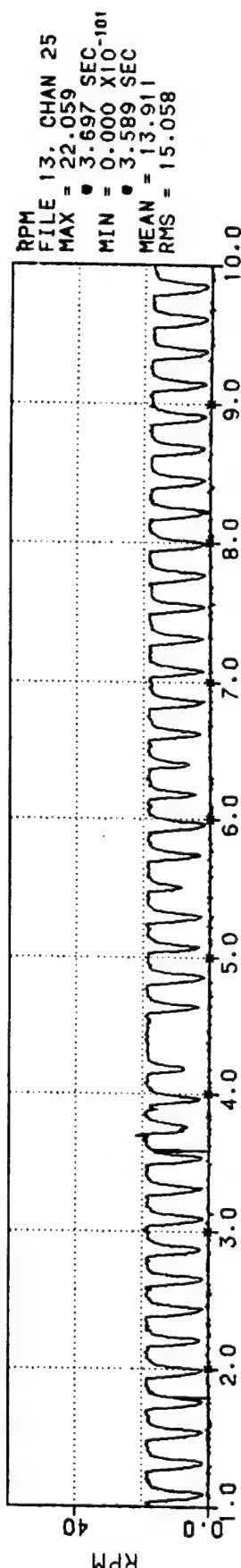
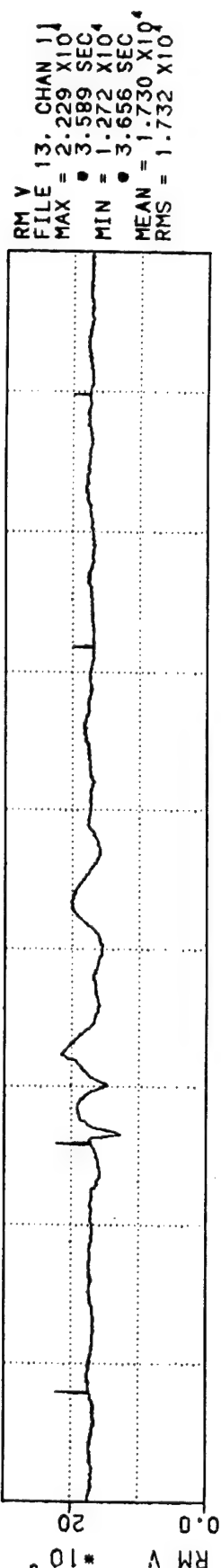
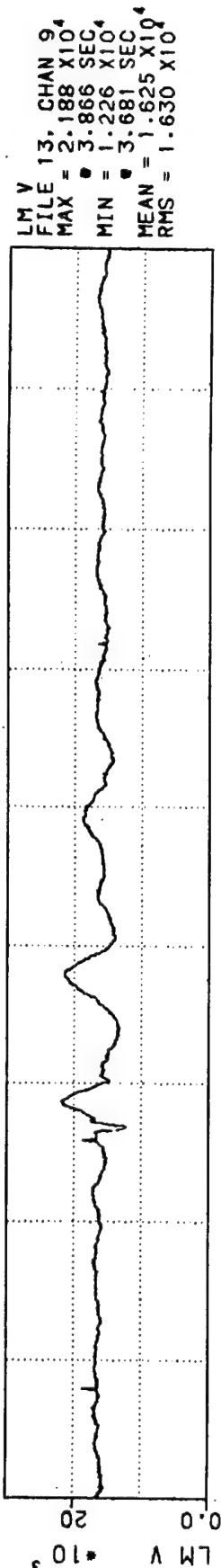
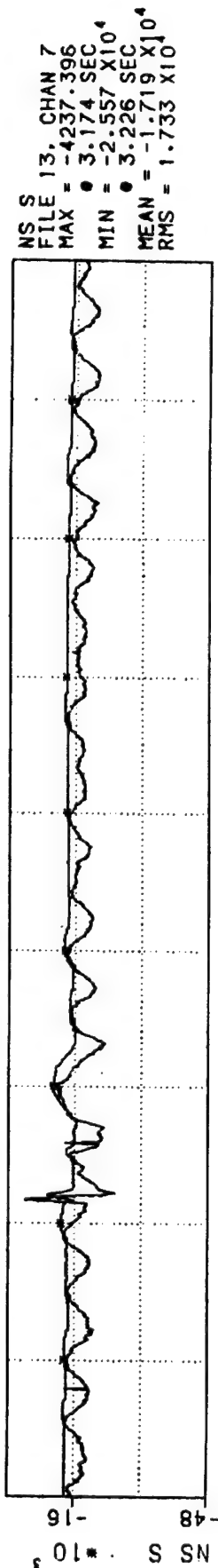


A 2
FILE 13, CHAN 2
MAX = 1.974
MIN = 3.717 SEC
MEAN = 0.052
RMS = 3.169 SEC
RMS = 1.069
RMS = 1.080



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 13 PAGE NO. 1

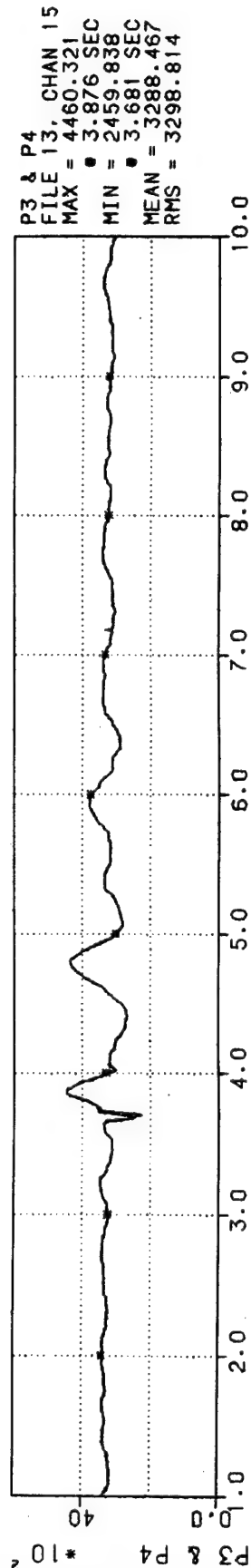
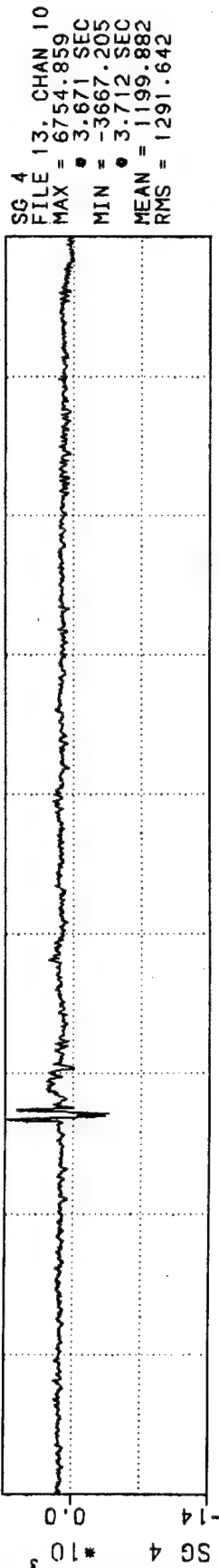
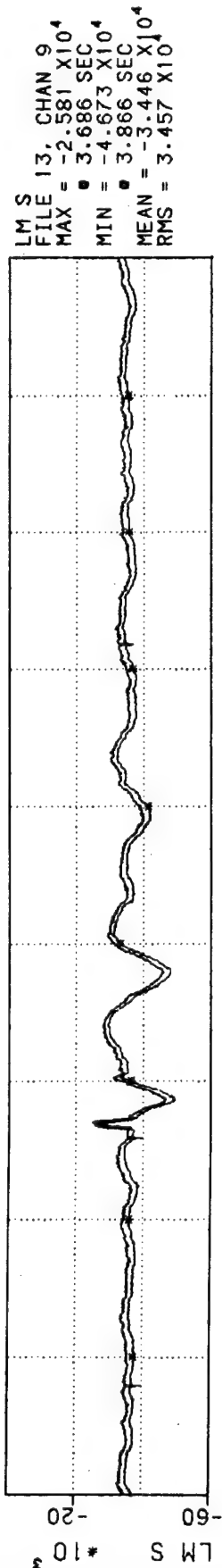
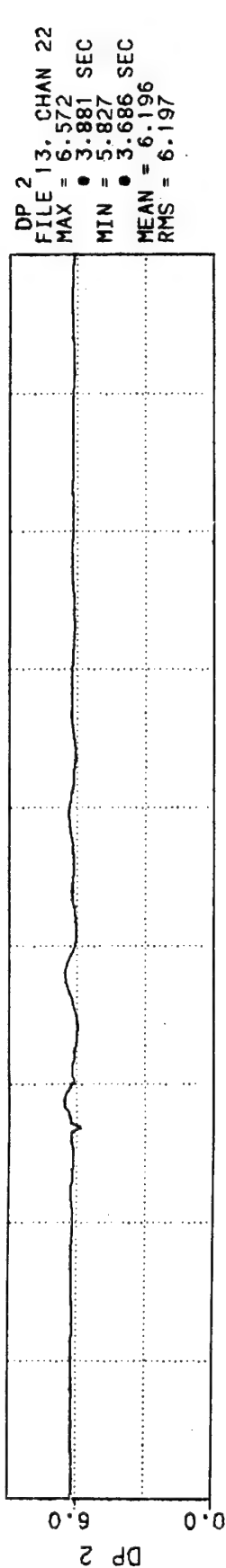
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 13 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT



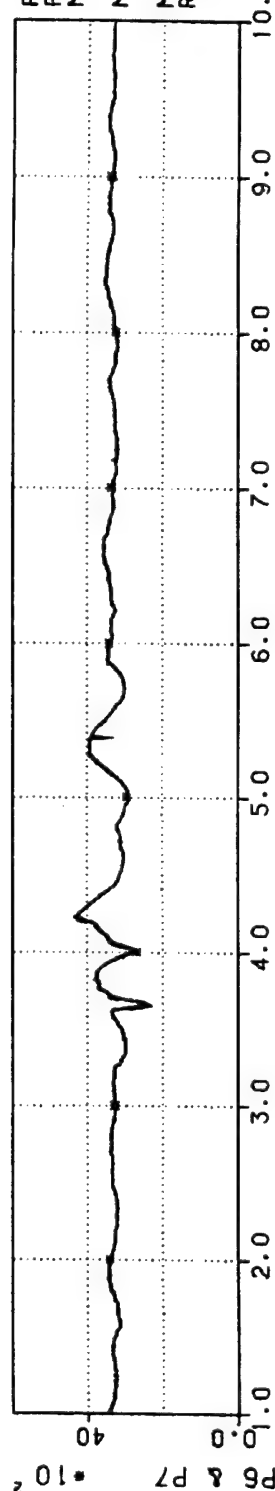
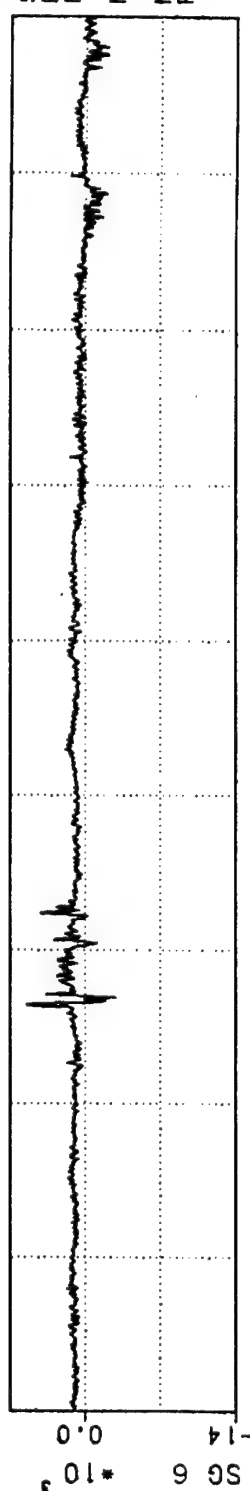
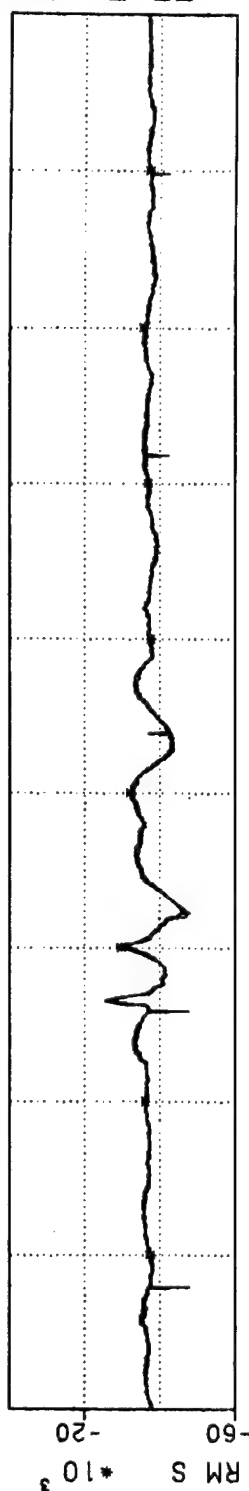
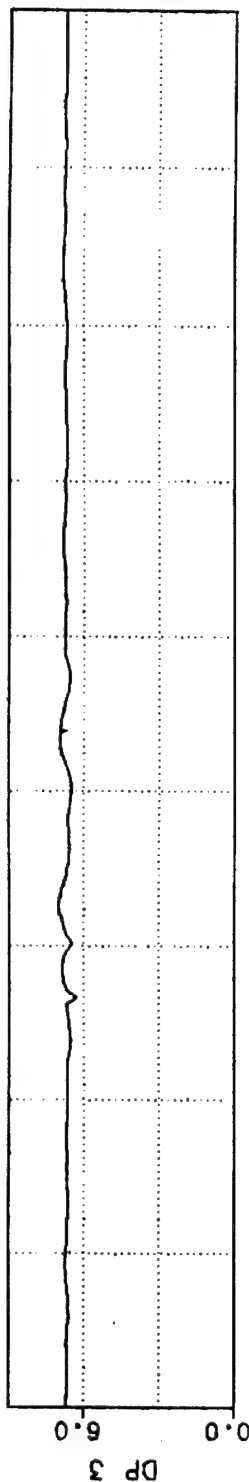
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 13 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS

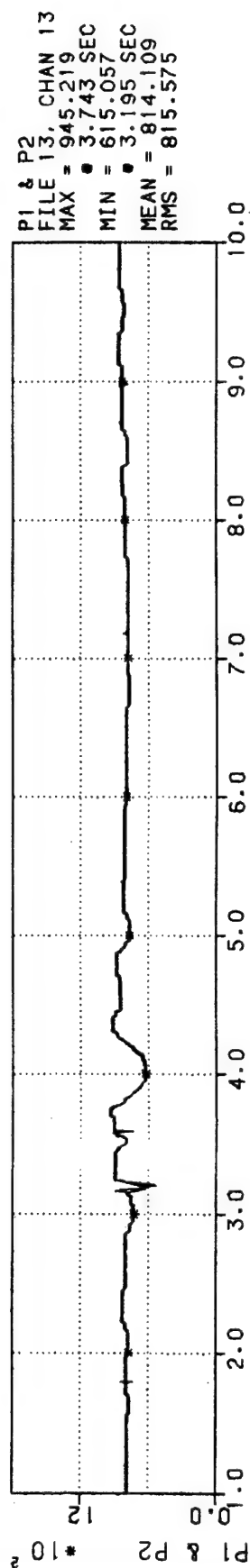
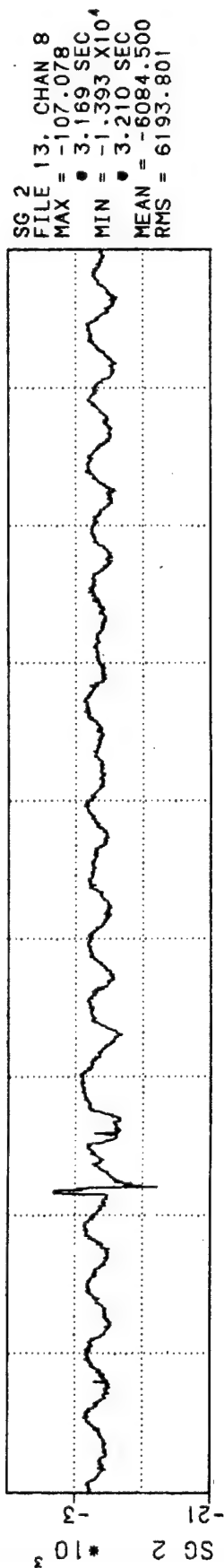
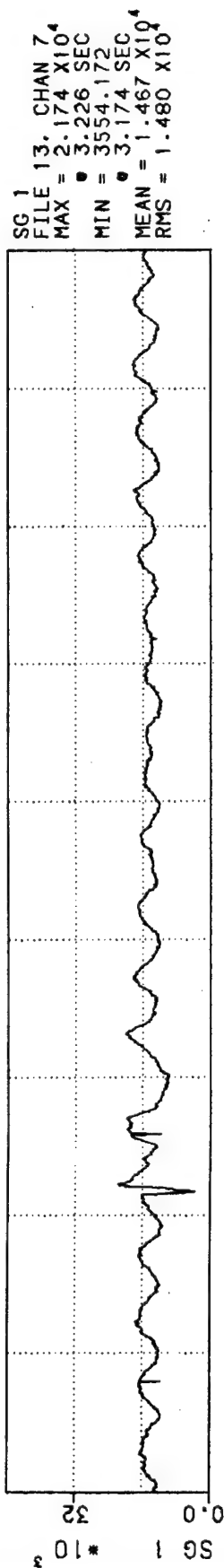
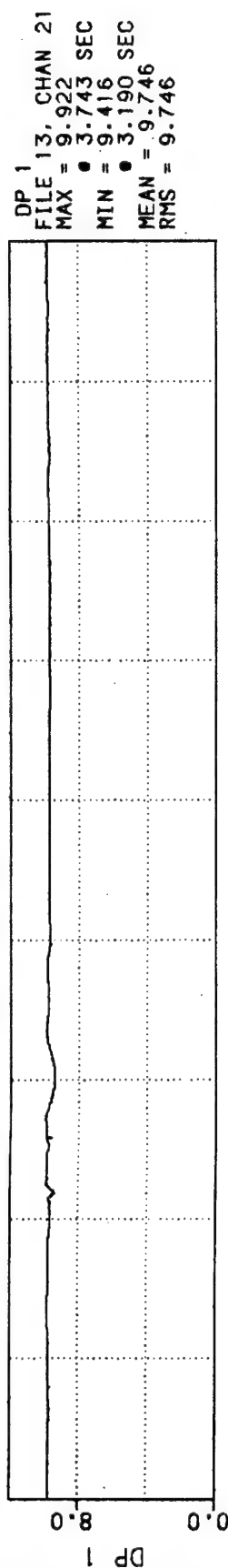
DELTA T (MSEC) = 5.120

RUN NO. 13

PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS

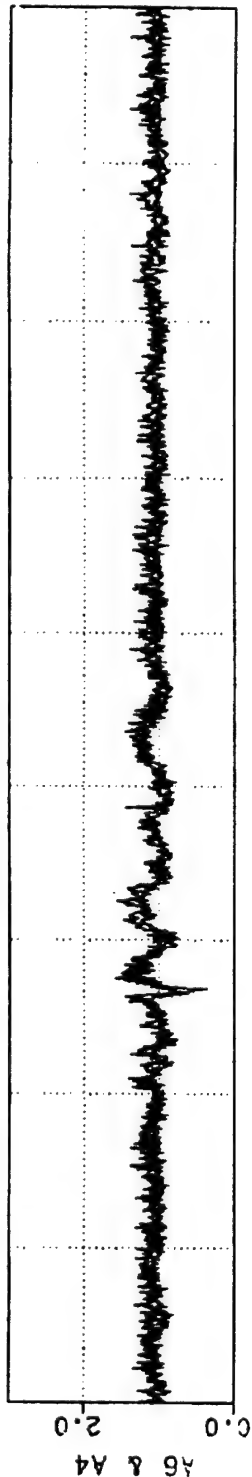
DELTA T (MSEC) = 5.120

RUN NO. 13 PAGE NO. 5

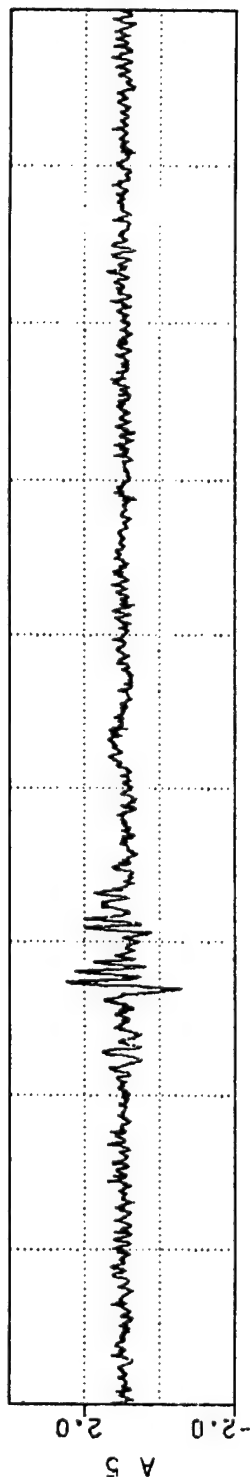
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SPALL : HEAVY WEIGHT

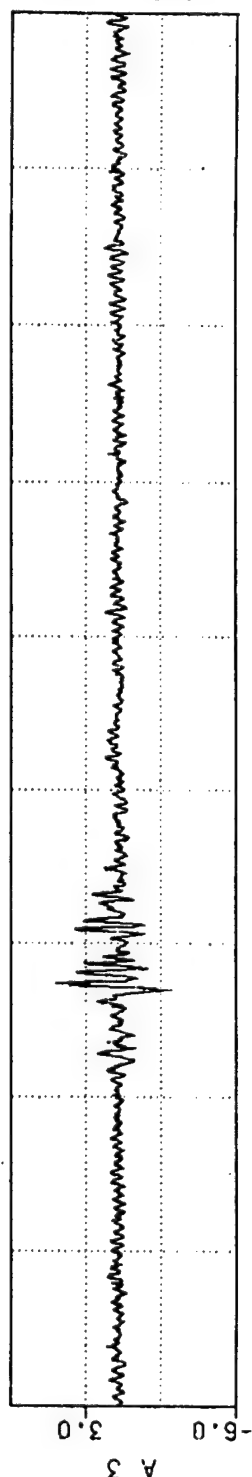
A6 & A4
FILE 13, CHAN 6
MAX = 1.434
MIN = 3.758 SEC
MEAN = 0.617
RMS = 3.651 SEC
RMS = 1.025



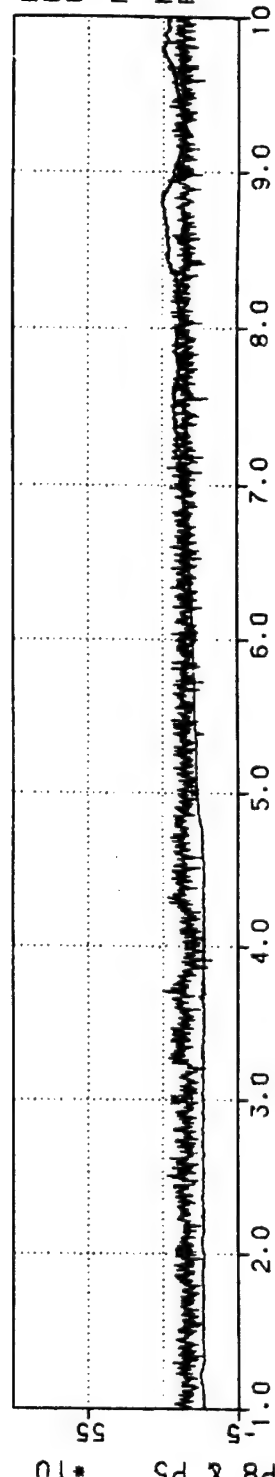
A 5
FILE 13, CHAN 5
MAX = 2.469
MIN = 3.738 SEC
MEAN = -0.592
RMS = 3.697 SEC
RMS = 0.961
RMS = 0.983



A 3
FILE 13, CHAN 3
MAX = 4.810
MIN = 3.738 SEC
MEAN = -2.137 SEC
RMS = 3.692 SEC
RMS = 1.076
RMS = 1.152



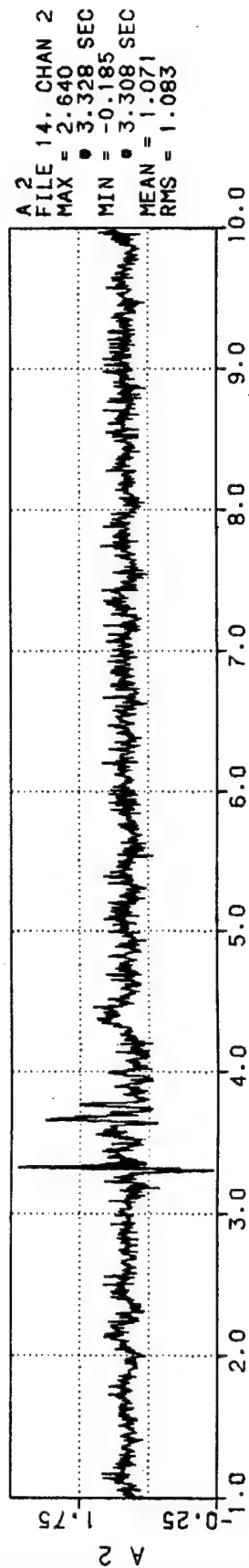
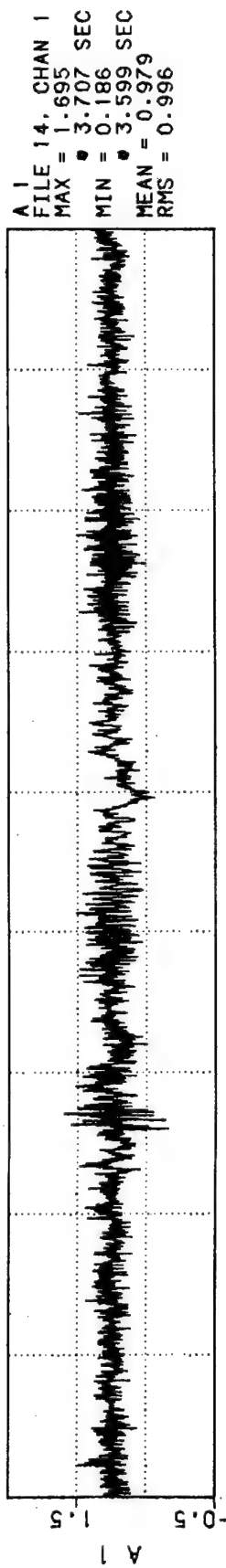
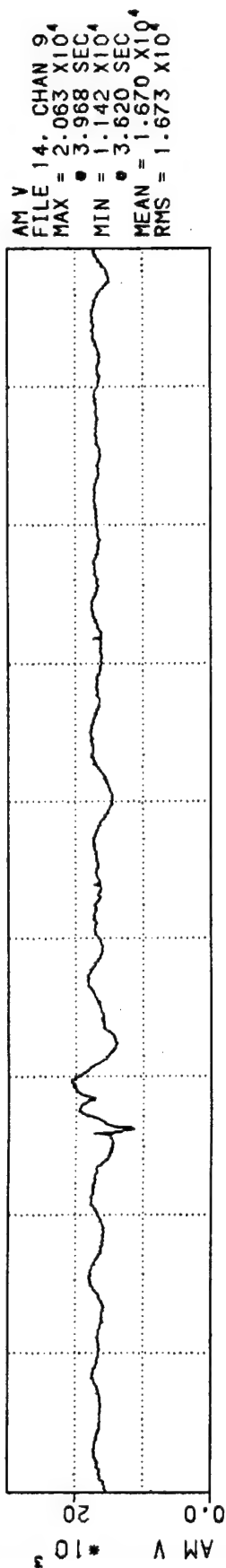
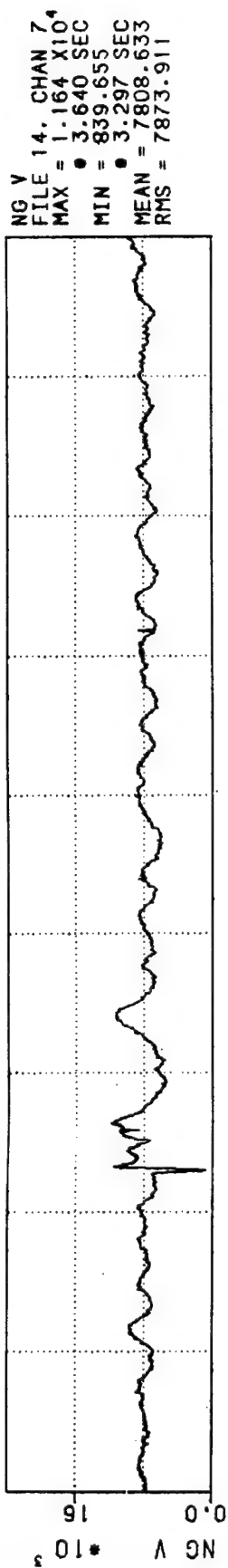
P8 & P5
FILE 13, CHAN 20
MAX = 257.329
MIN = 81.682 SEC
MEAN = 4.050 SEC
RMS = 137.055
RMS = 146.439



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 13 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

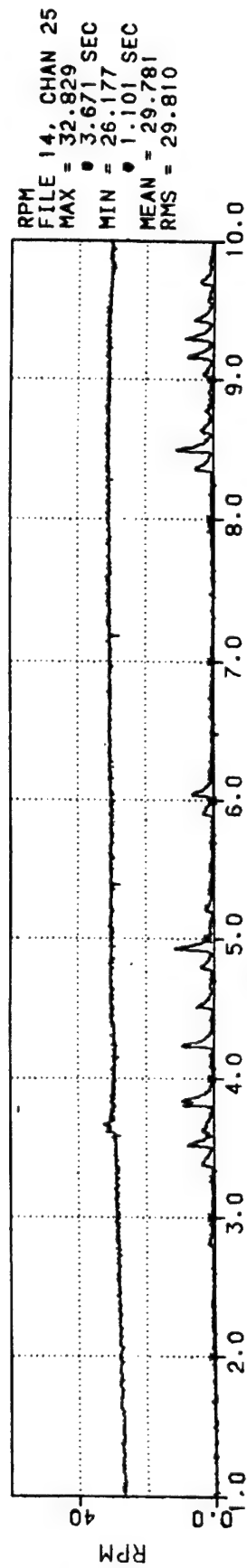
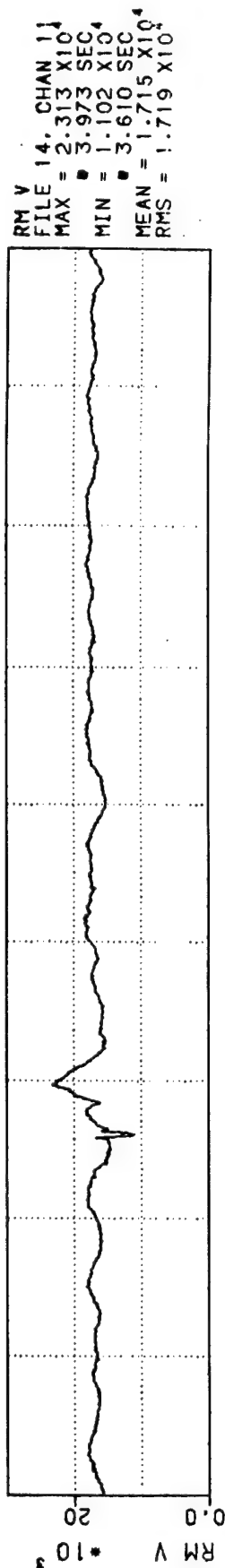
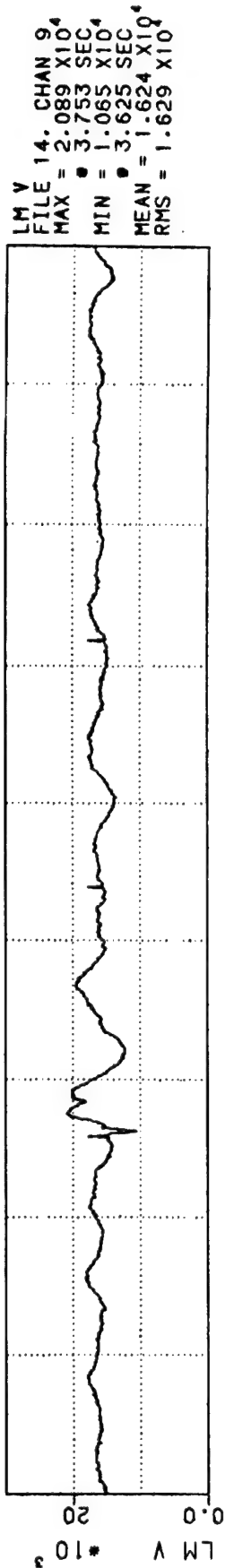
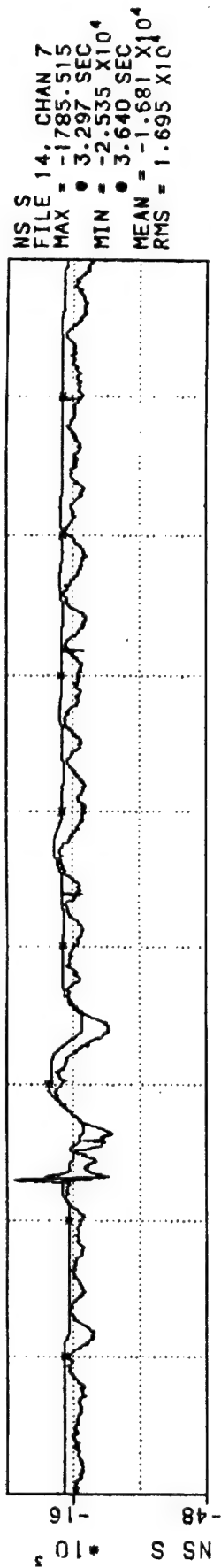
30 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 14 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : HEAVY WEIGHT

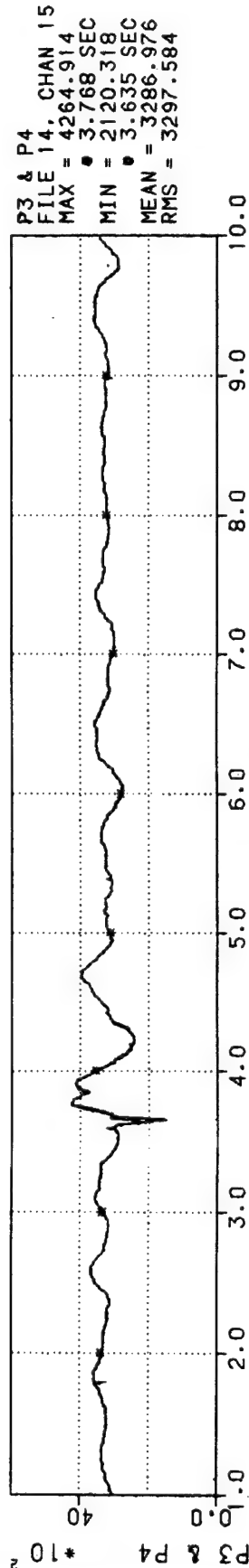
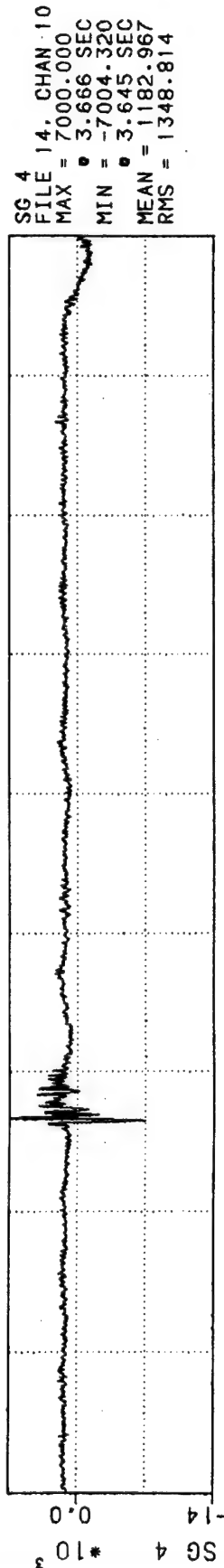
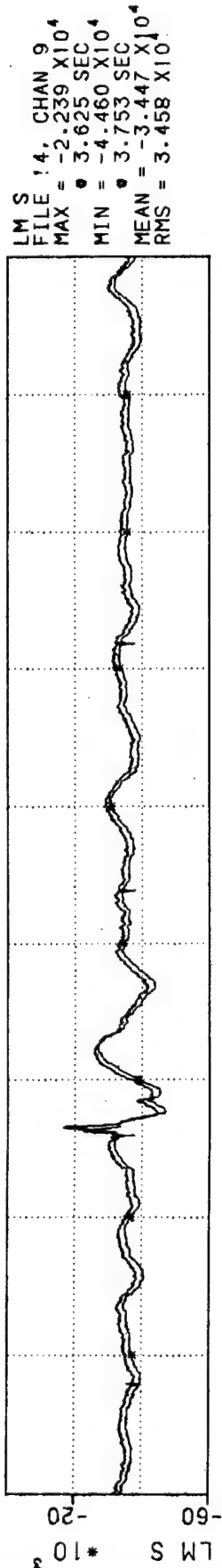
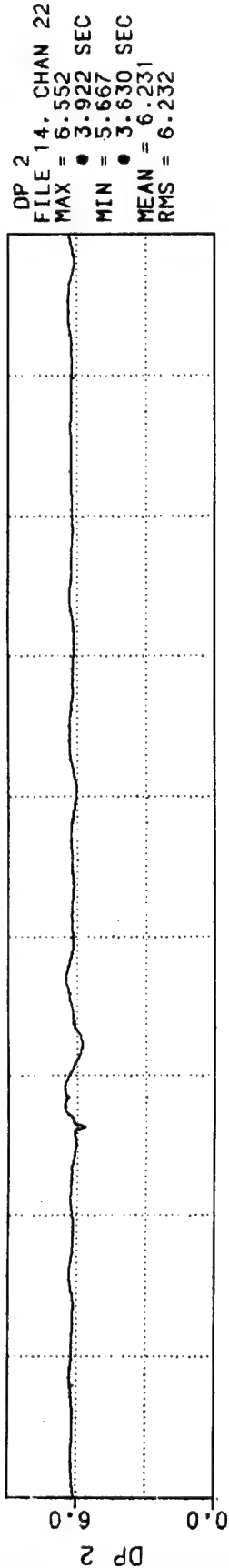


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 14 PAGE NO. 2

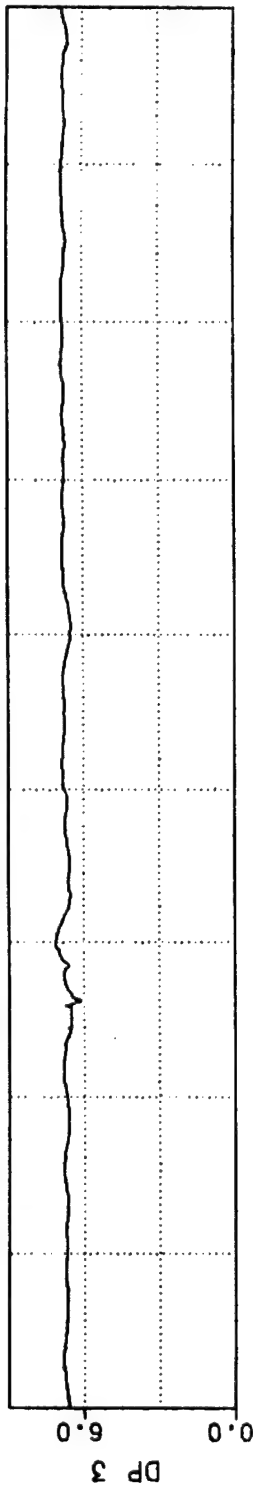
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : SPALL : HEAVY WEIGHT



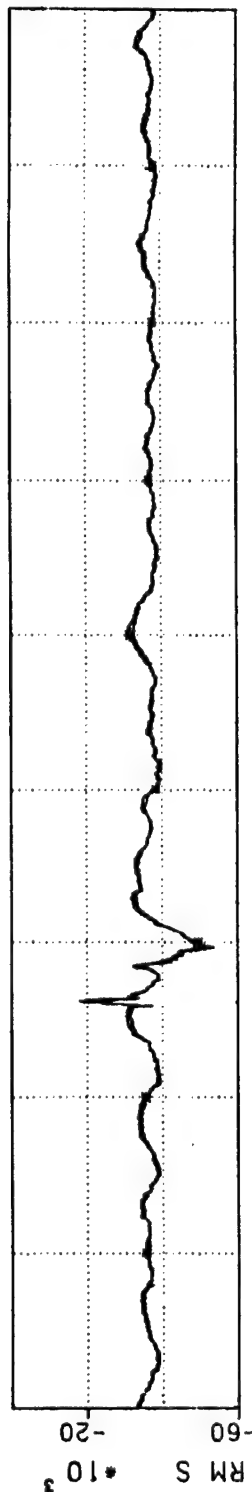
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 14 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

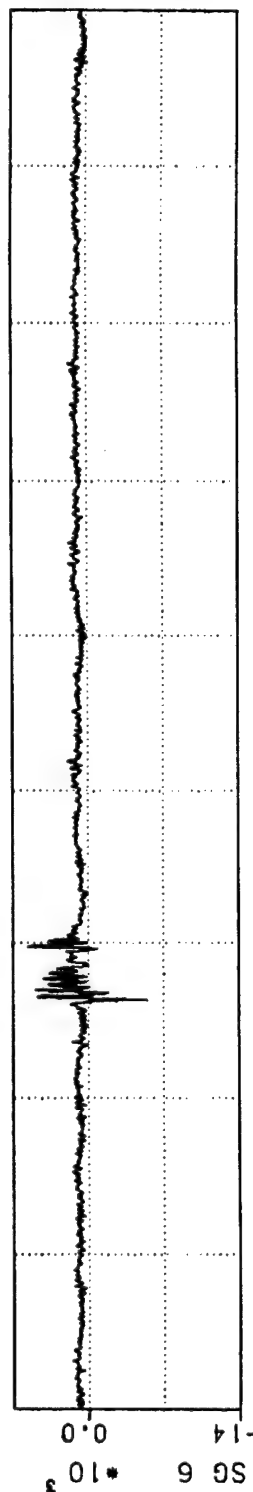
30 KNOTS : SPALL : HEAVY WEIGHT



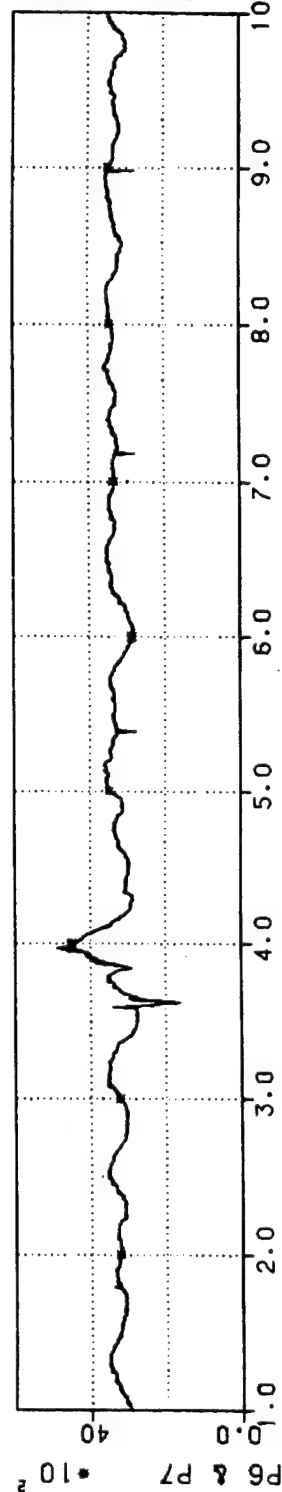
DP 3
FILE 14, CHAN 23
MAX = 7.137
MIN = 3.983 SEC
MEAN = 6.098
RMS = 3.625 SEC
RMS = 6.735



RM S
FILE 14, CHAN 11
MAX = -2.344 X10⁴
MIN = 3.610 SEC
MEAN = -4.995 X10⁴
RMS = 3.973 SEC
RMS = -3.678 X10⁴
RMS = 3.685 X10⁴



SG 6
FILE 14, CHAN 12
MAX = 5632.836
MIN = 3.978 SEC
MEAN = -5433.629
RMS = 3.635 SEC
RMS = 901.237
RMS = 1025.028



P6 & P7
FILE 14, CHAN 18
MAX = 4558.393
MIN = 3.978 SEC
MEAN = 2035.049
RMS = 3.620 SEC
RMS = 3294.926
RMS = 3303.520

DELTA T (MSEC) = 5.120

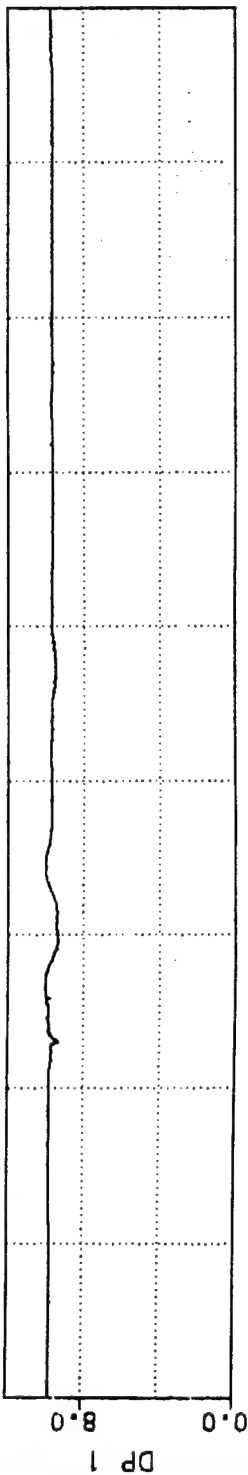
RUN NO. 14

PAGE NO. 4

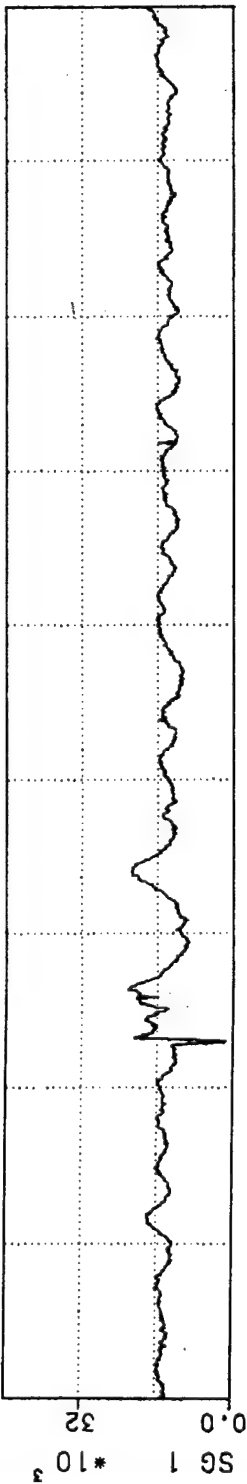
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : HEAVY WEIGHT

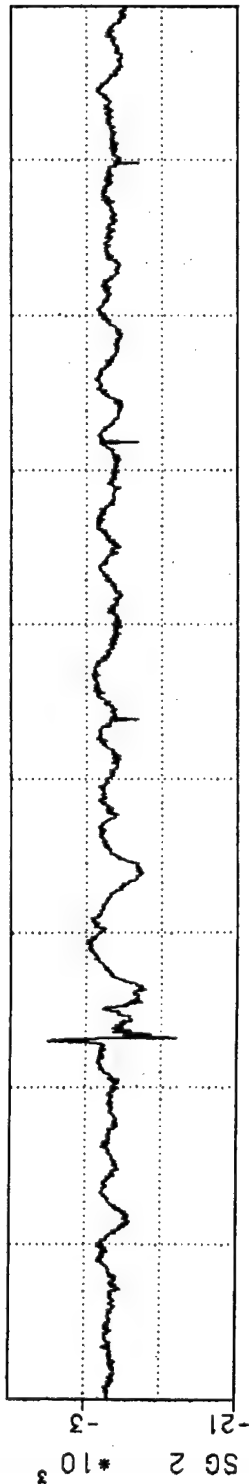
DP 1
FILE 14, CHAN 21
MAX = 10.035
MIN = 3.656 SEC
MEAN = 9.292 SEC
RMS = 3.302 SEC
RMS = 9.702



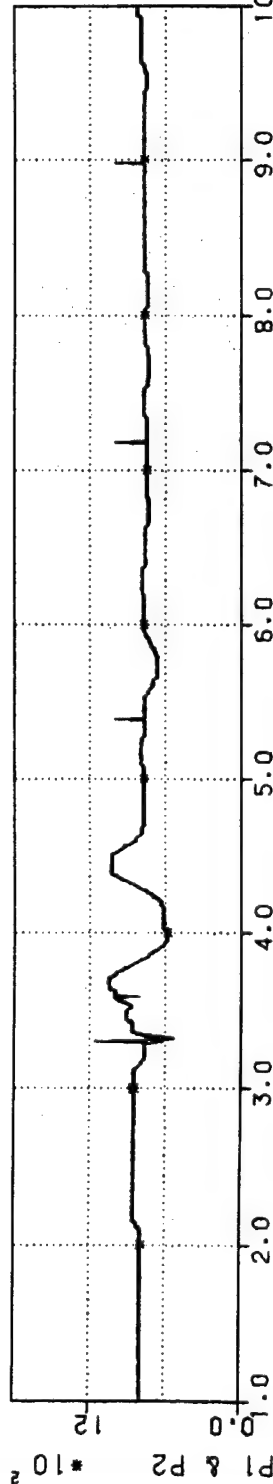
SG 1
FILE 14, CHAN 7
MAX = 2.208 X10⁴
MIN = 3.640 SEC
MEAN = 1479.953
RMS = 3.297 SEC
RMS = 1.431 X10⁴
RMS = 1.444 X10⁴



SG 2
FILE 14, CHAN 8
MAX = 1444.914
MIN = 3.302 SEC
MEAN = -1.393 X10⁴
RMS = 3.323 SEC
RMS = -5882.039
RMS = 5989.359



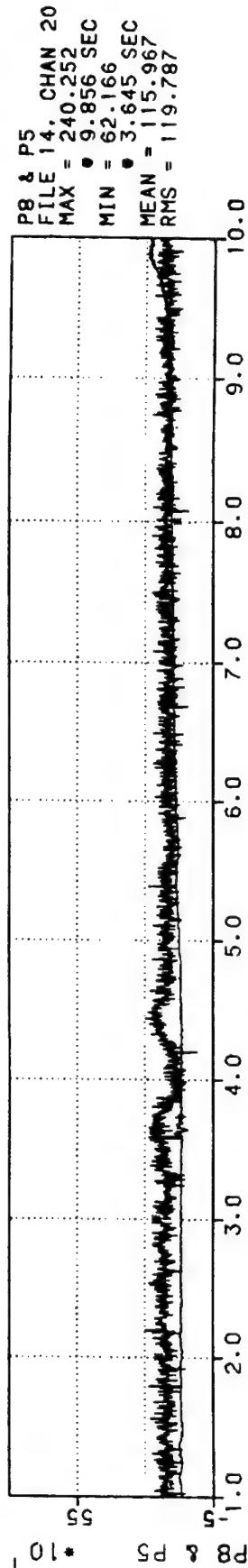
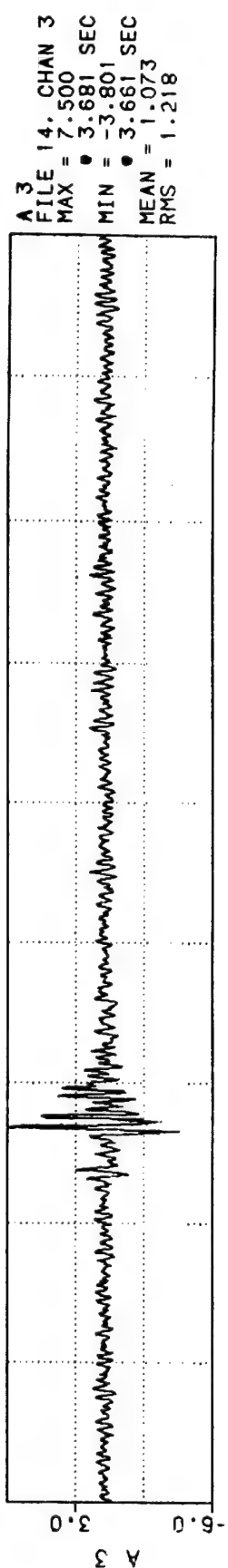
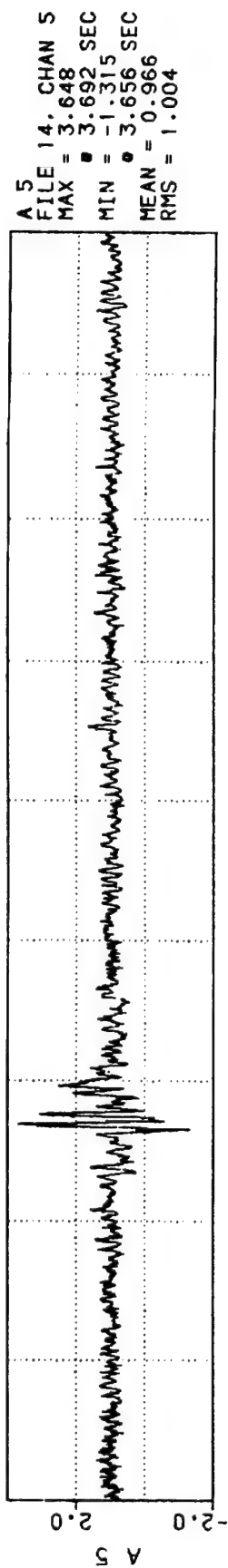
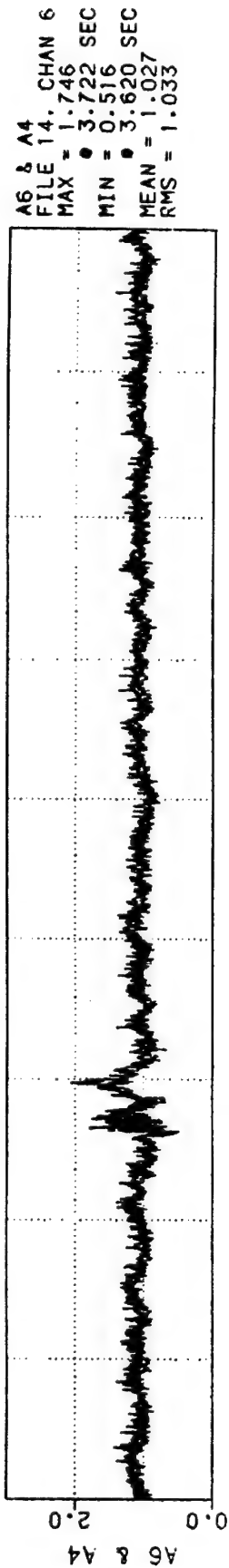
P1 & P2
FILE 14, CHAN 13
MAX = 1057.719
MIN = 3.686 SEC
MEAN = 588.155
RMS = 3.953 SEC
RMS = 792.841
RMS = 796.111



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 14 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SPALL : HEAVY WEIGHT

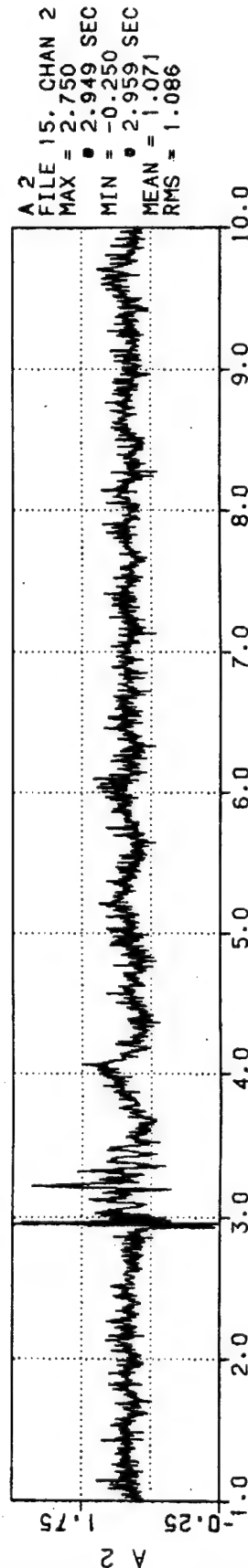
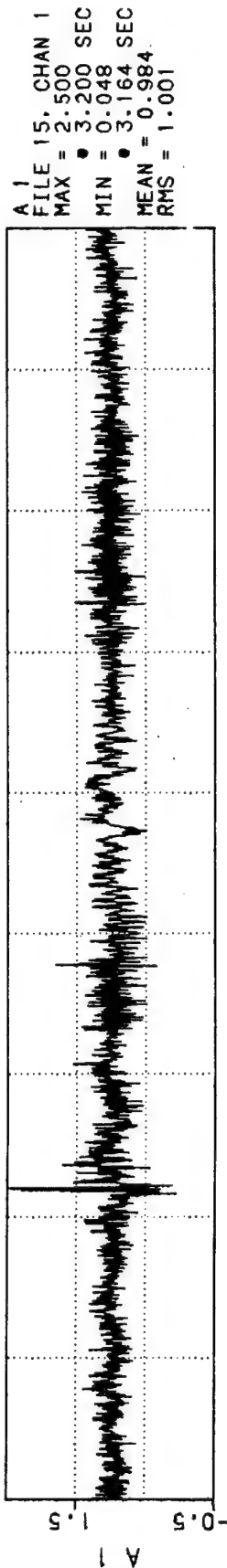
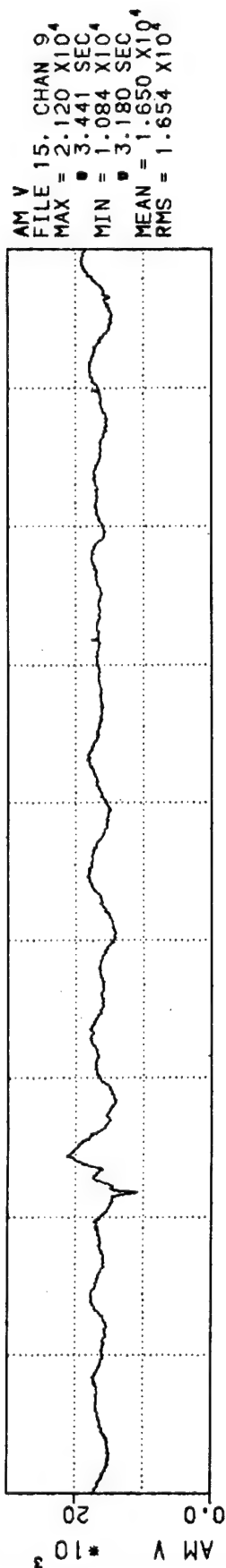
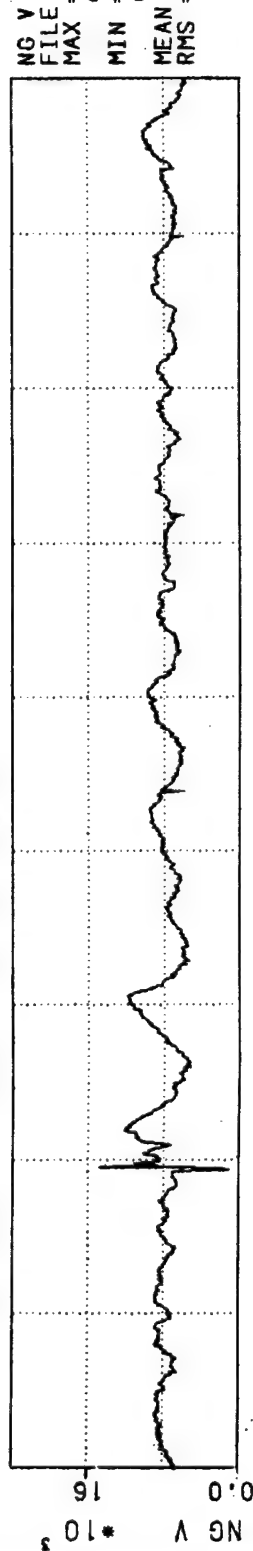


TIME - SECONDS

RUN NO. 14 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT



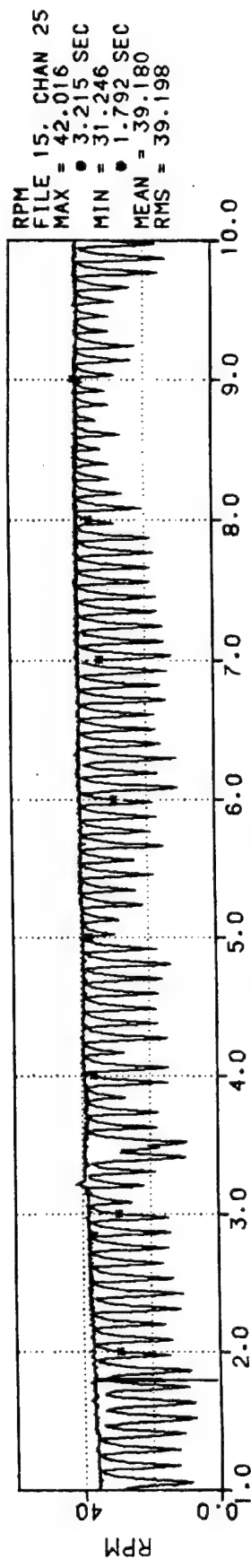
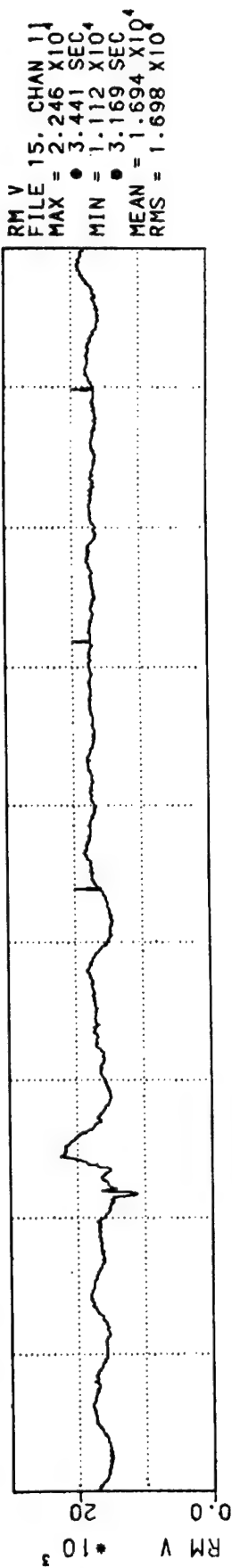
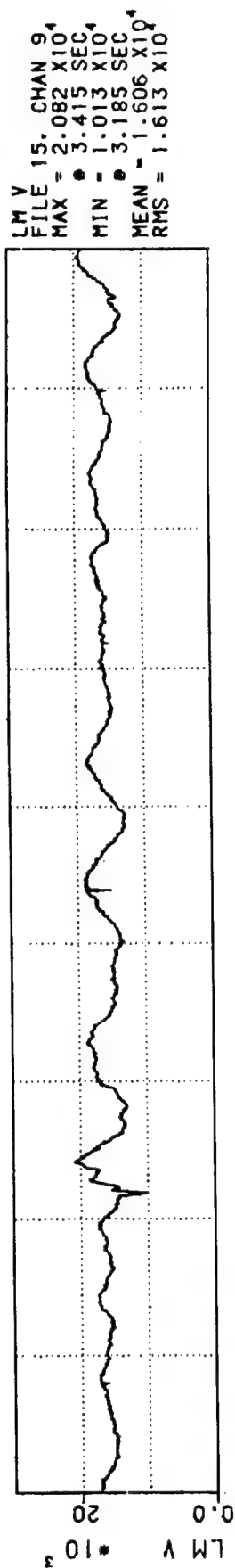
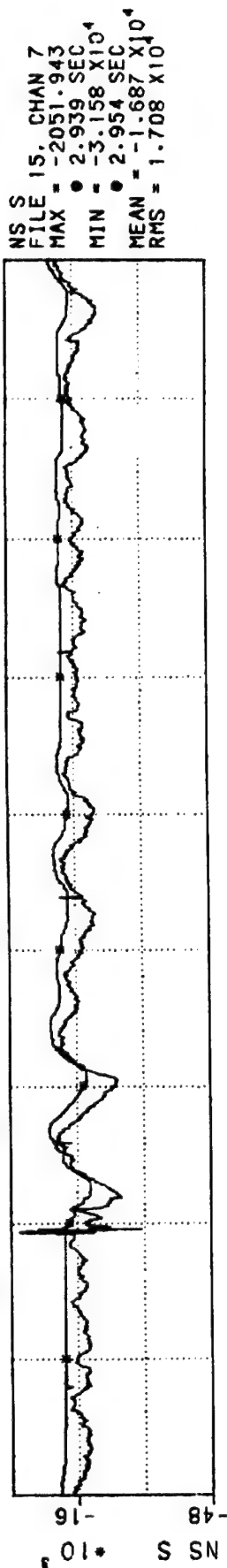
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 15 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT



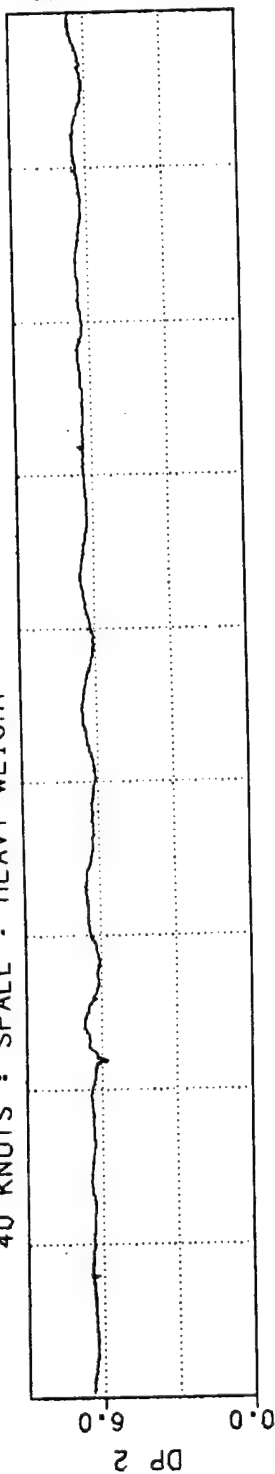
TIME - SECONDS

RUN NO. 15 PAGE NO. 2 DELTA T (MSEC) = 5.120

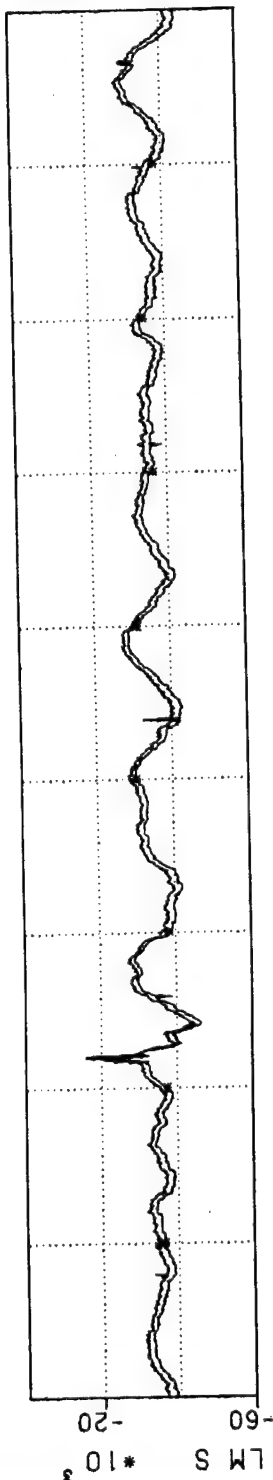
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT

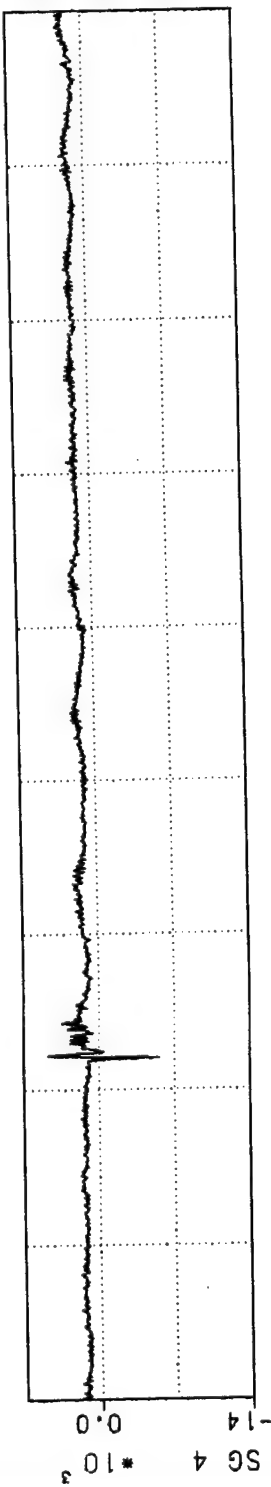
DP 2
FILE 15, CHAN 22
MAX = 6.692
MIN = 5.767
MEAN = 6.358
RMS = 6.359



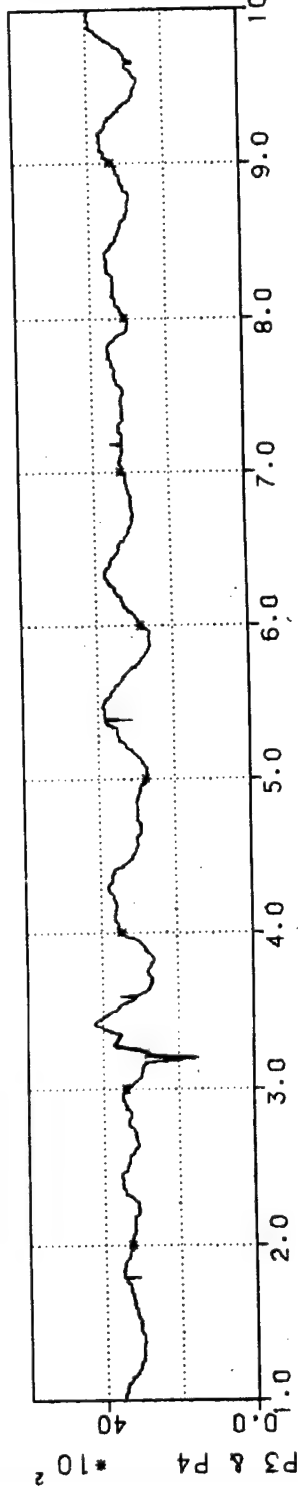
LM S
FILE 15, CHAN 9
MAX = -2.132×10^4
MIN = -4.460×10^4
MEAN = -3.418×10^4
RMS = 3.433×10^4



SG 4
FILE 15, CHAN 10
MAX = 4701.252
MIN = -5618.135
MEAN = 1350.808
RMS = 1409.222

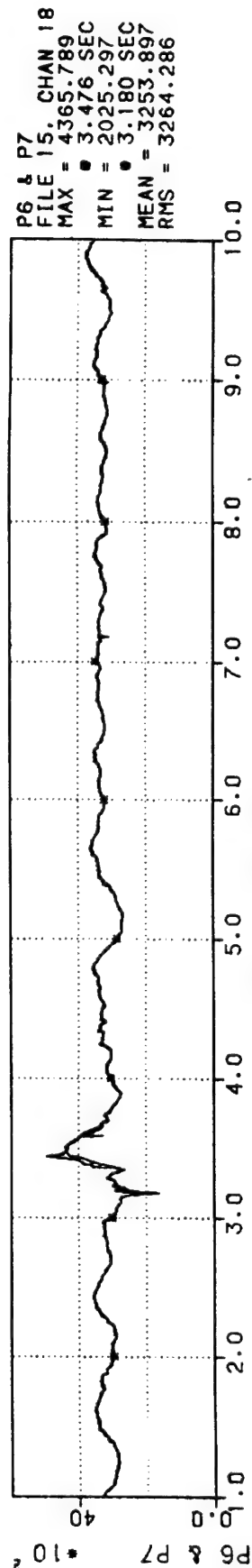
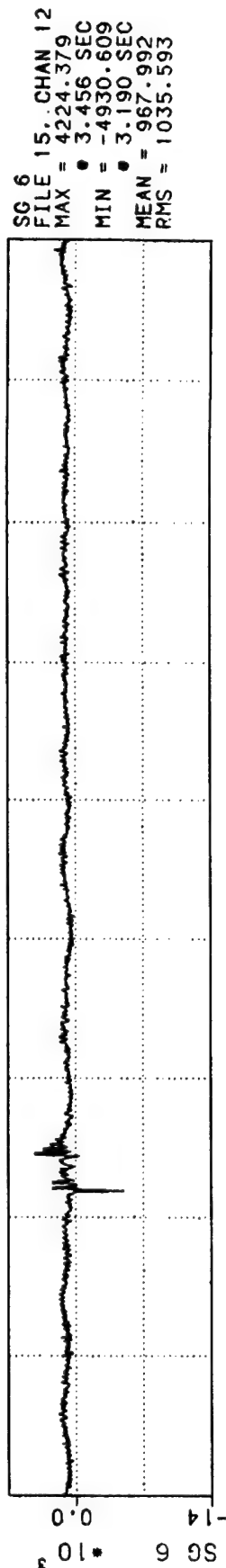
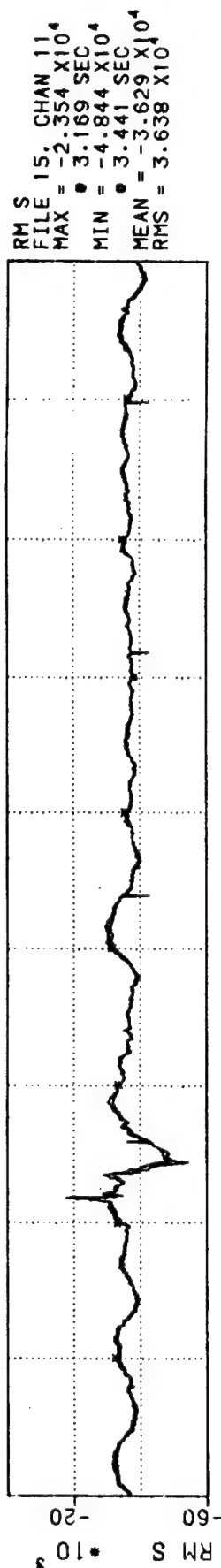
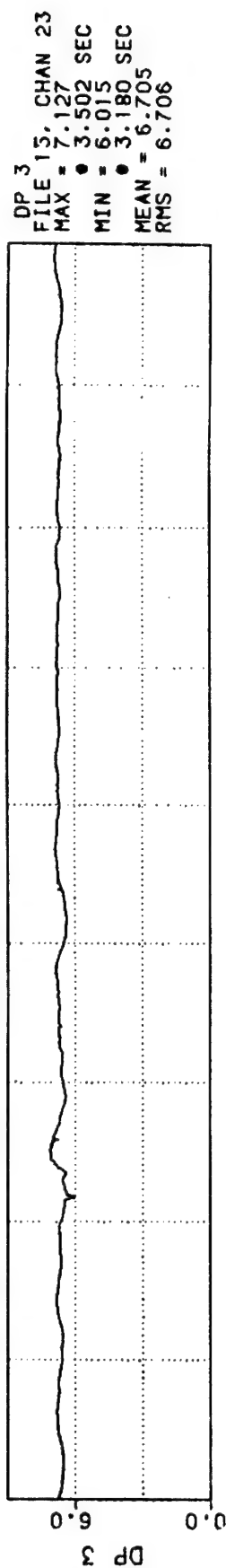


P3 & P4
FILE 15, CHAN 15
MAX = 4240.488
MIN = 2039.713
MEAN = 3263.895
RMS = 3278.817



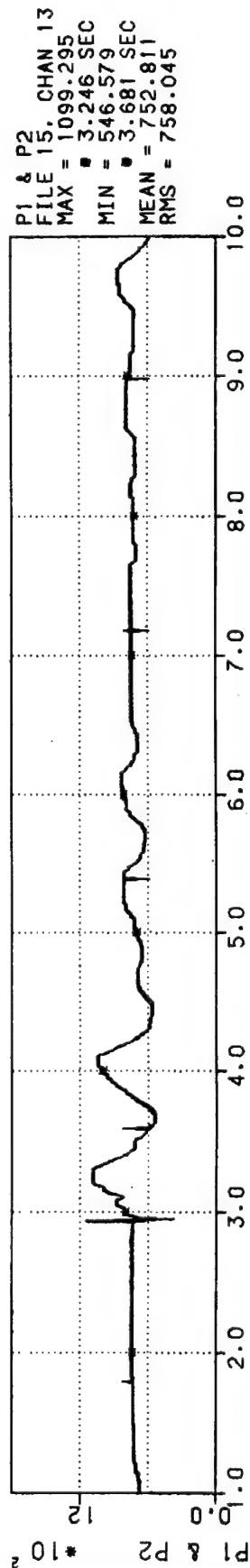
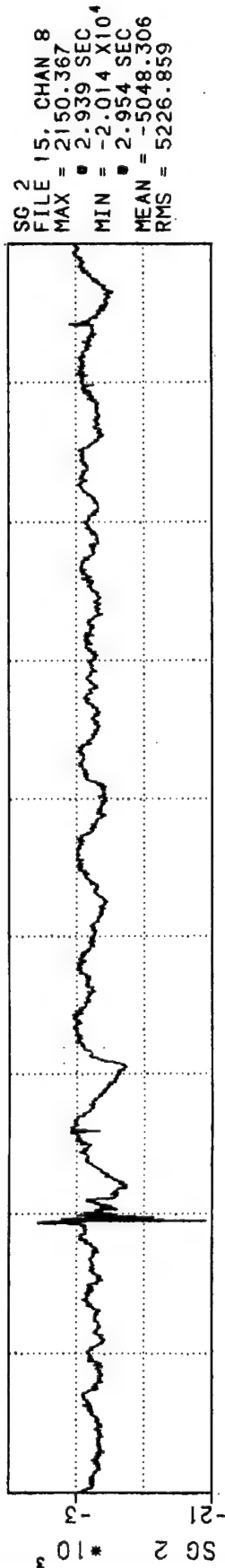
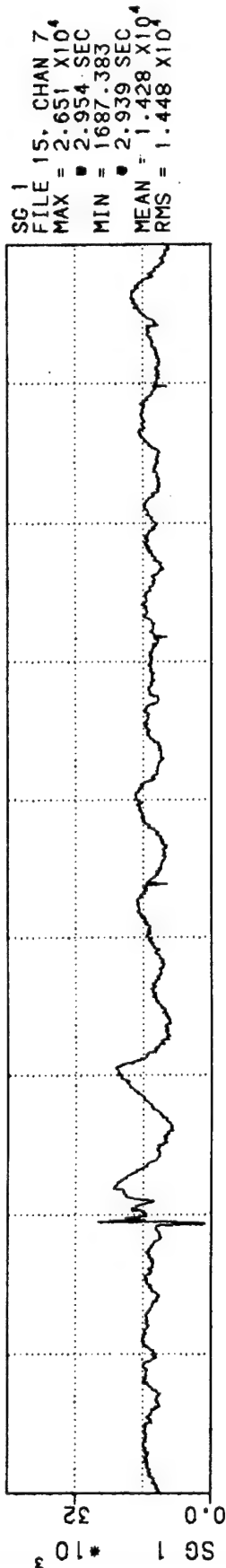
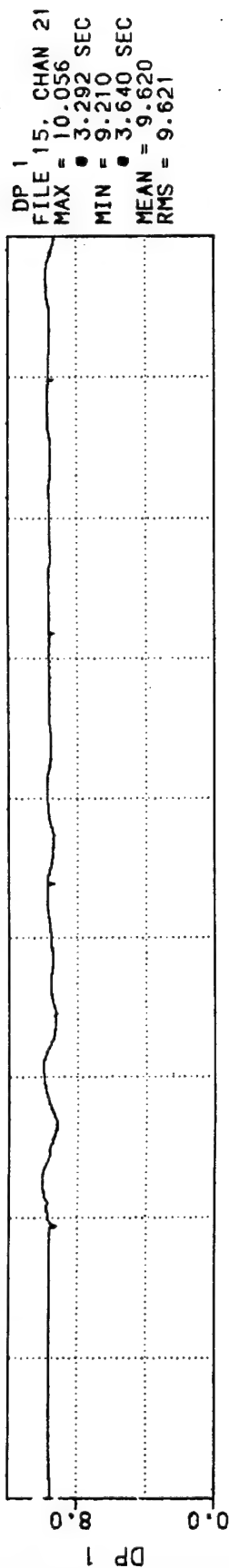
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 15 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 15
PAGE NO. 4
DELTA T (MSEC) = 5.120

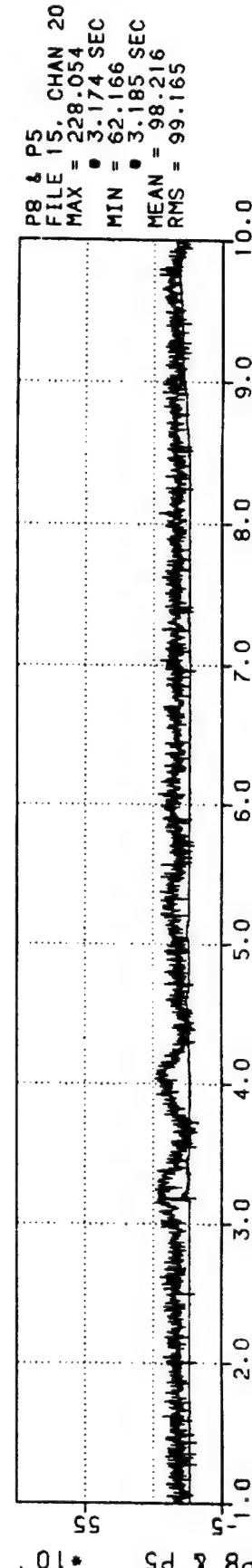
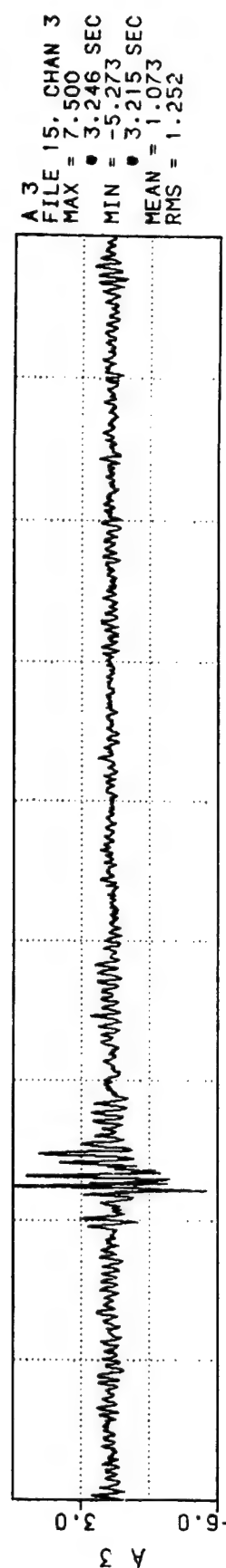
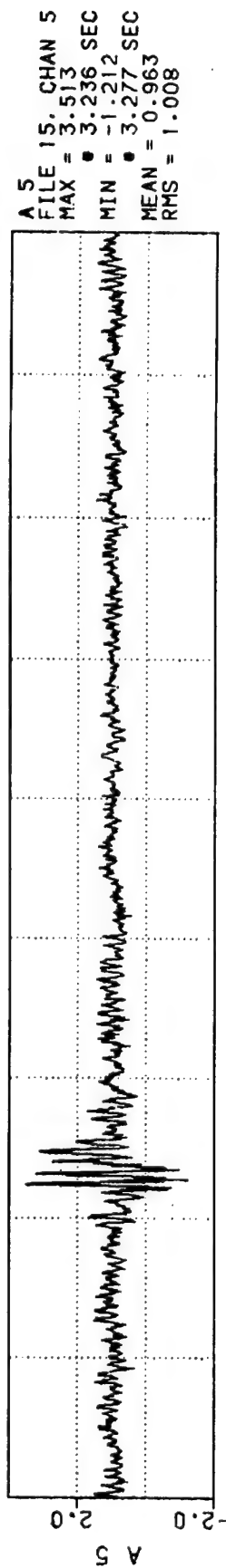
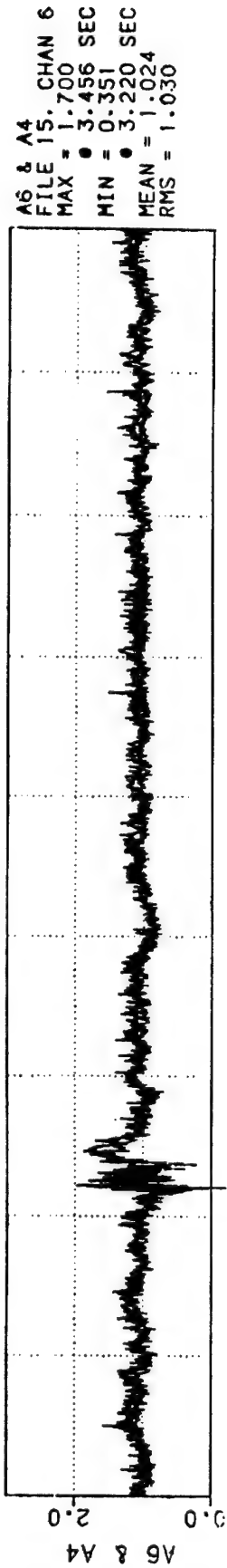
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS • SPALL • HEAVY WEIGHT



DELTA T (MSEC) = 5.120
RUN NO. 15 PAGE NO. 5

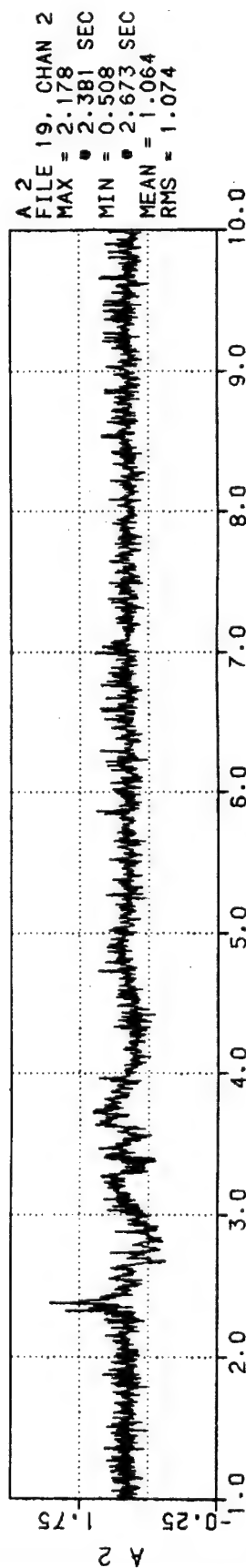
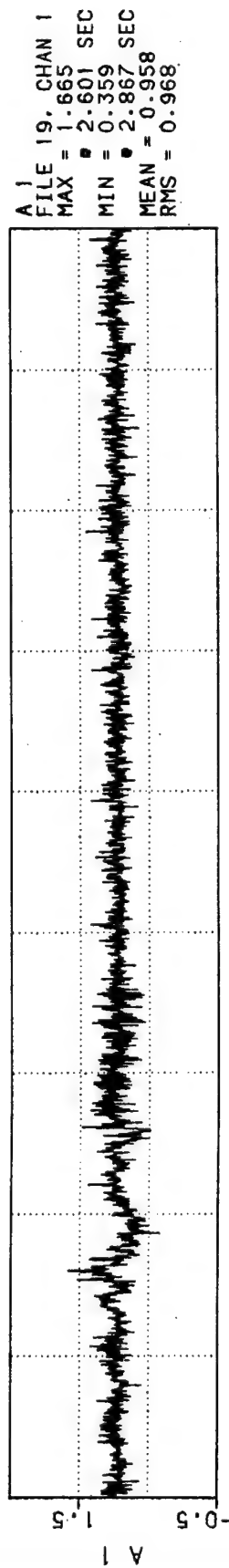
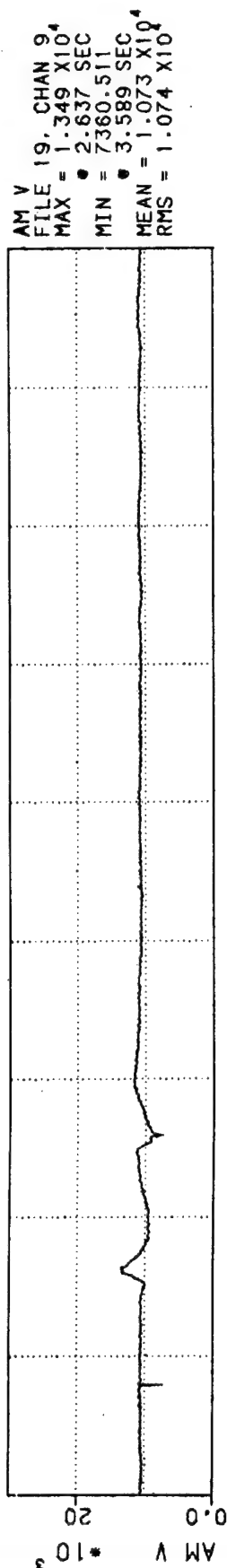
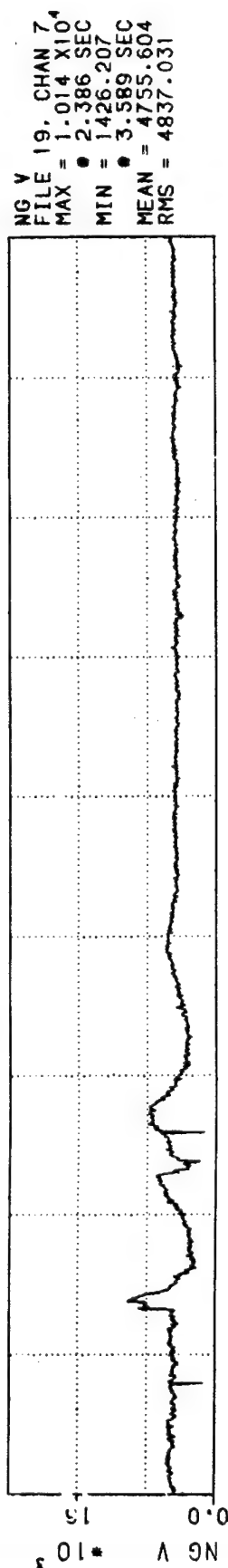
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SPALL : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 15
PAGE NO. 6
DELTA T (MSEC) = 5.120

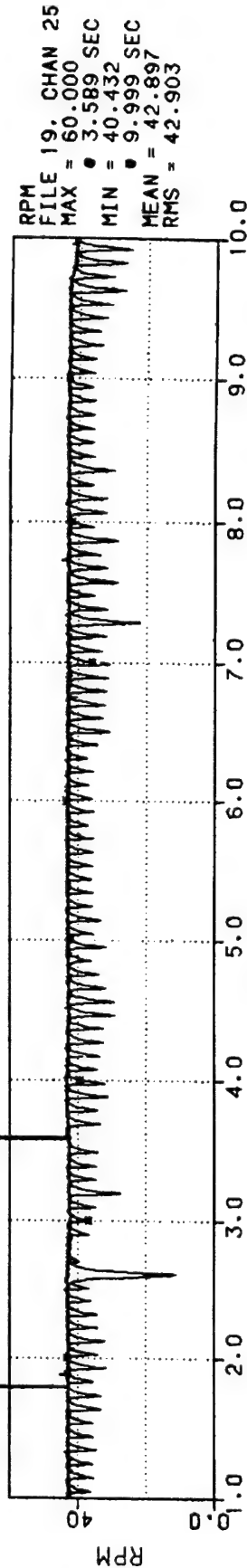
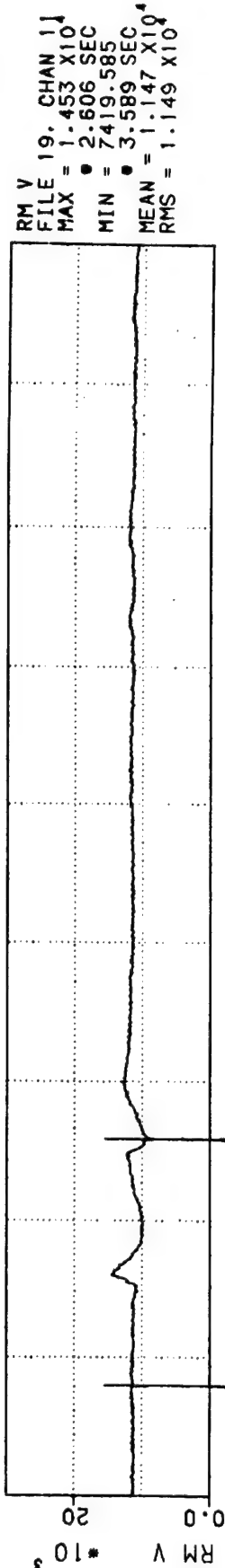
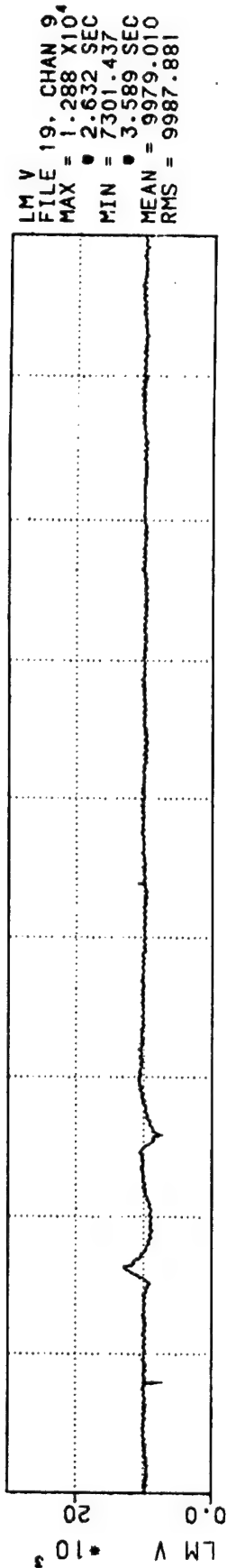
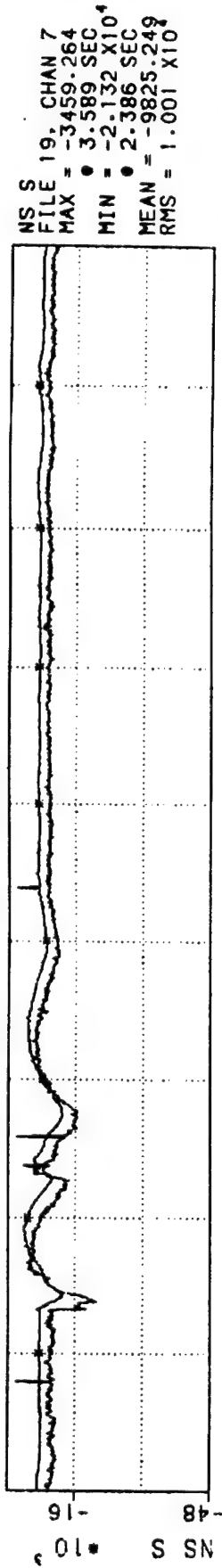
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 16 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

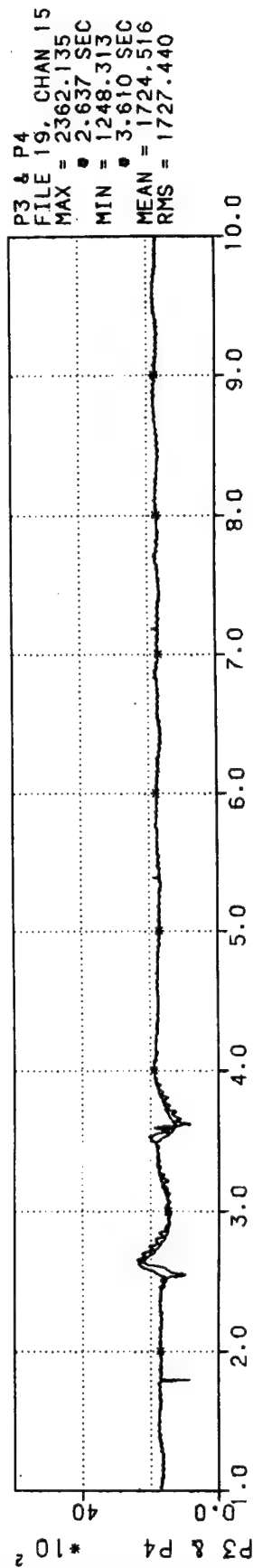
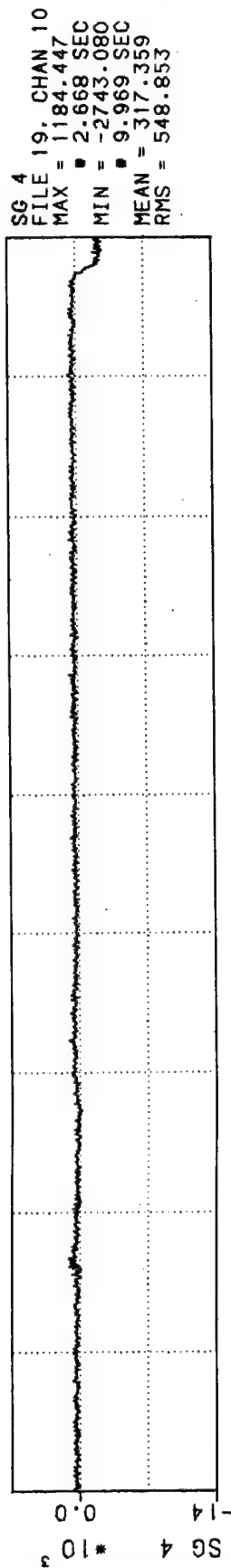
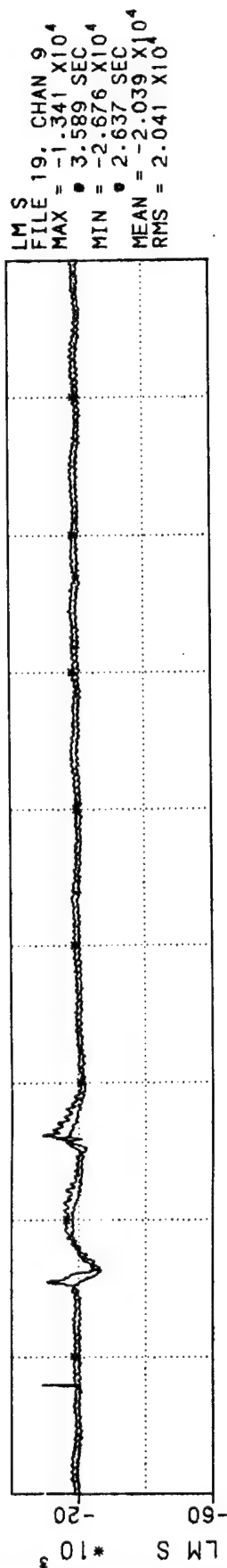
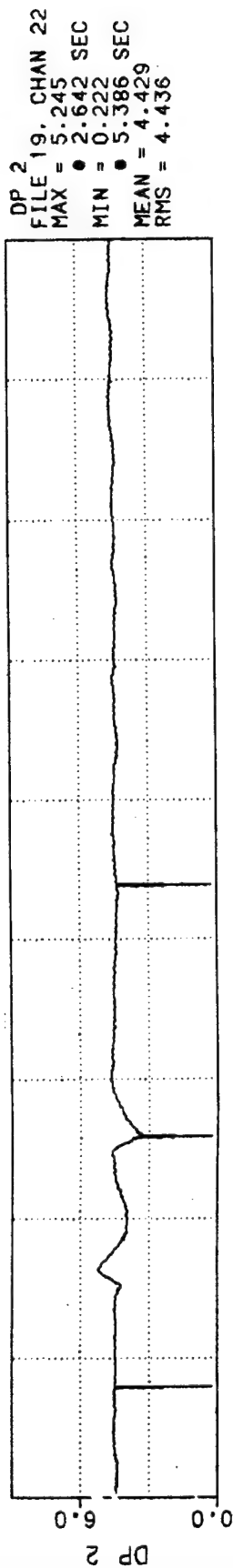
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 16
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

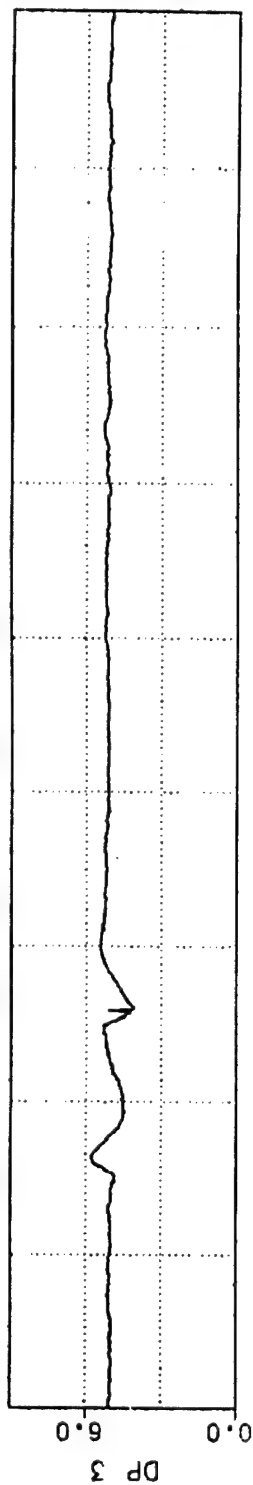
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



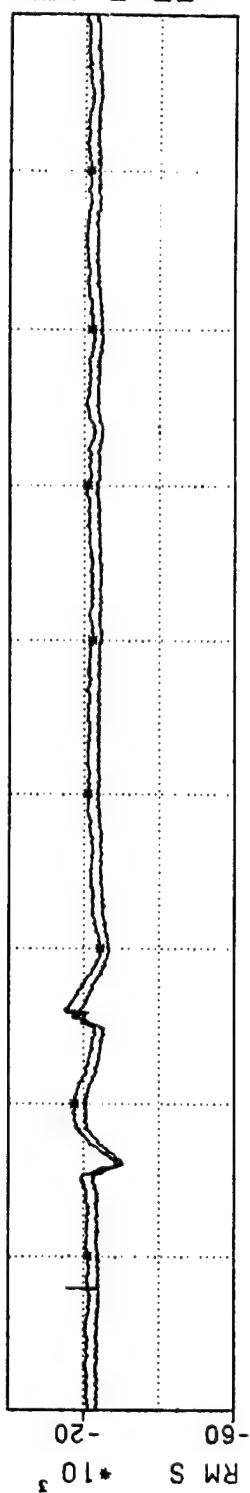
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 16 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

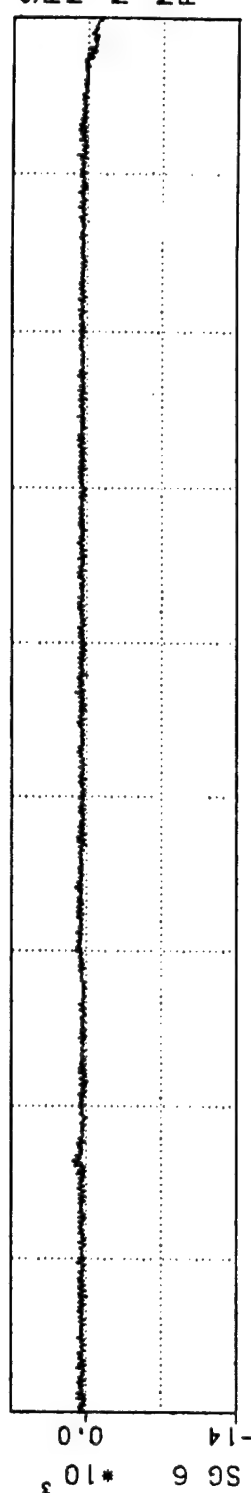
40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



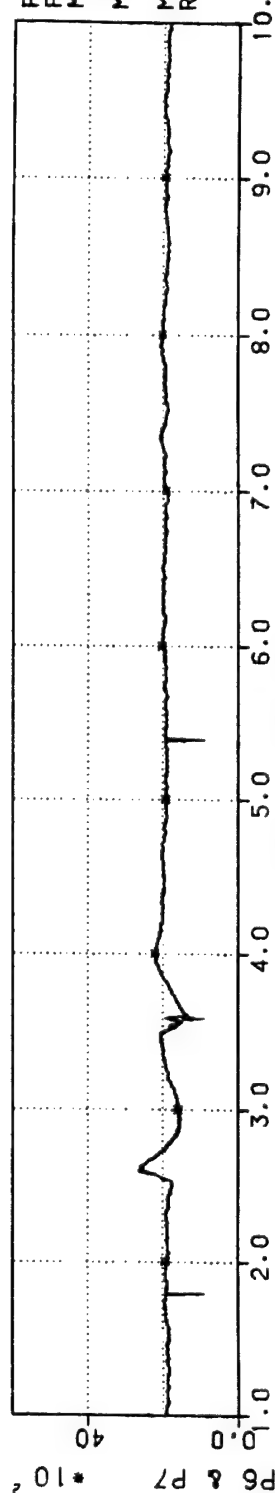
DP 3
FILE 19, CHAN 23
MAX = 5.805
MIN = 2.637 SEC
MEAN = 4.075
RMS = 3.604 SEC
RMS = 5.109



RM S
FILE 19, CHAN 11
MAX = -1.537 X10⁴
MIN = -3.589 SEC
MEAN = -3.050 X10⁴
RMS = 2.606 SEC
RMS = -2.379 X10⁴
RMS = 2.382 X10⁴



SG 6
FILE 19, CHAN 12
MAX = 1256.555
MIN = 2.647 SEC
MEAN = -1308.855
RMS = 9.989 SEC
RMS = 406.212
RMS = 490.230



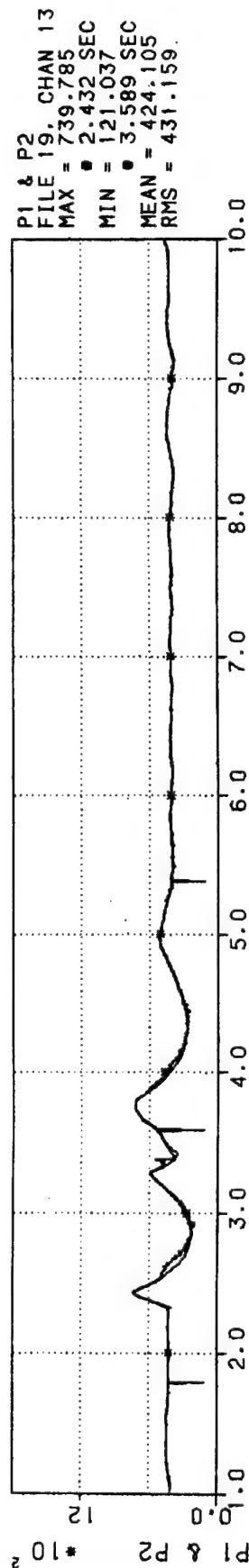
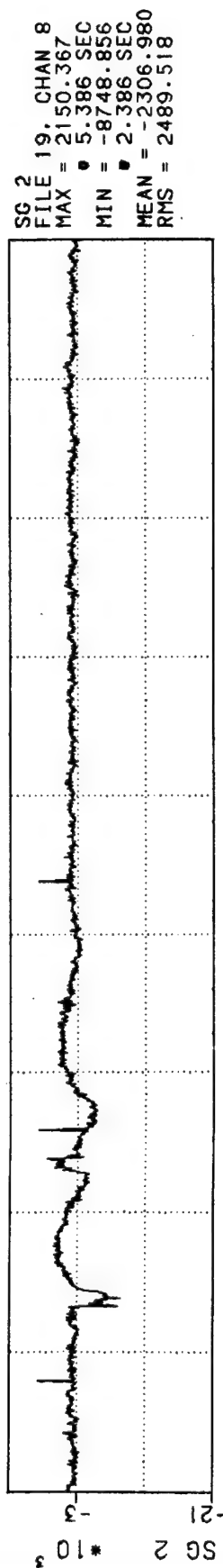
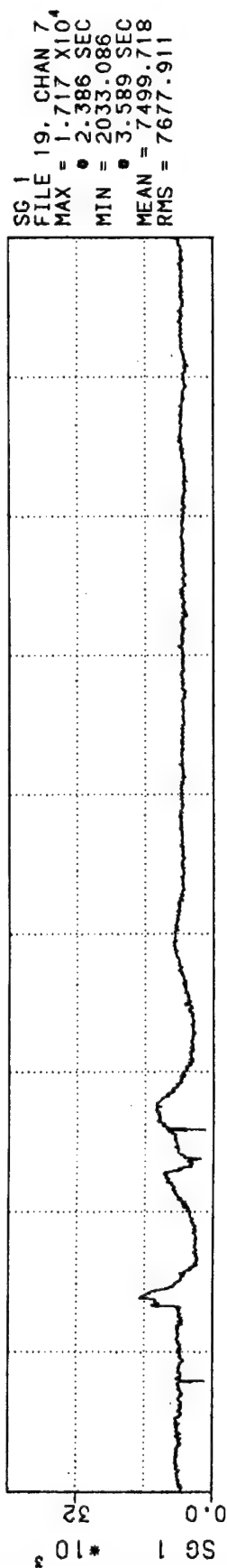
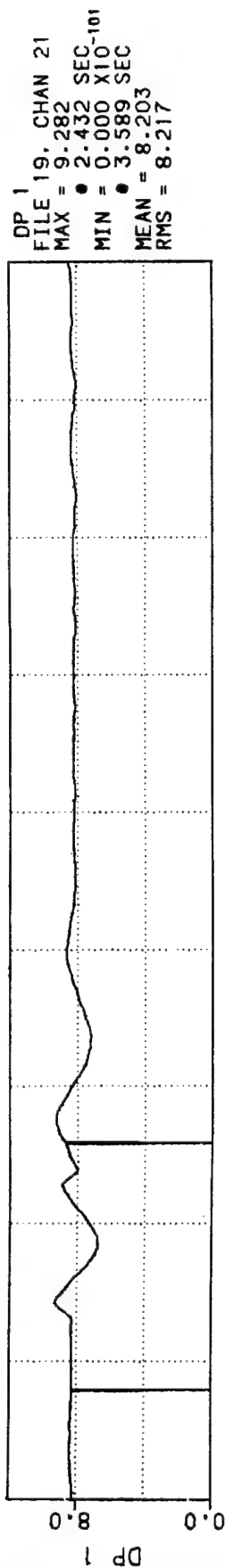
P6 & P7
FILE 19, CHAN 18
MAX = 2598.230
MIN = 2.611 SEC
MEAN = 903.812
RMS = 5.386 SEC
RMS = 1918.473
RMS = 1922.827

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 16 PAGE NO. 4

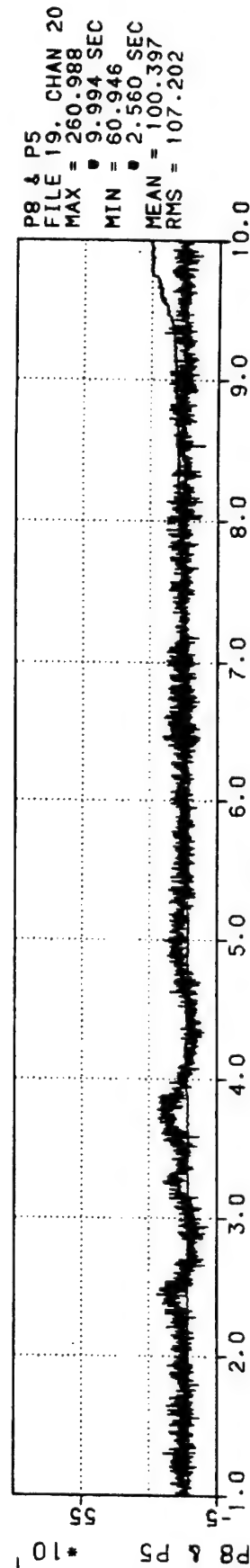
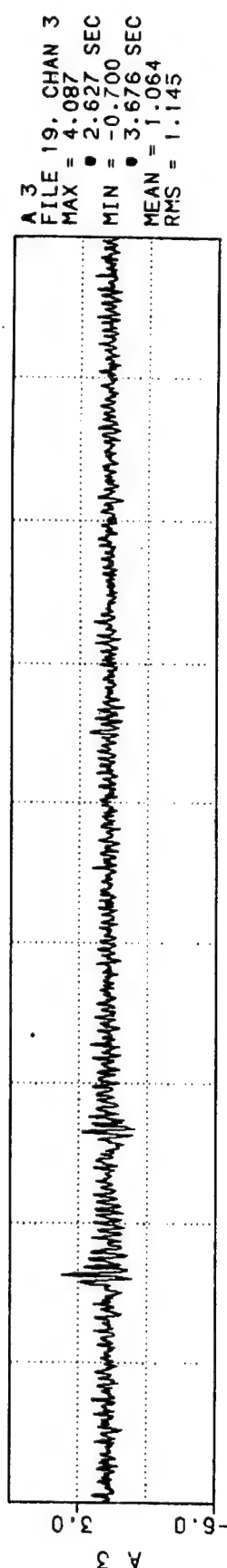
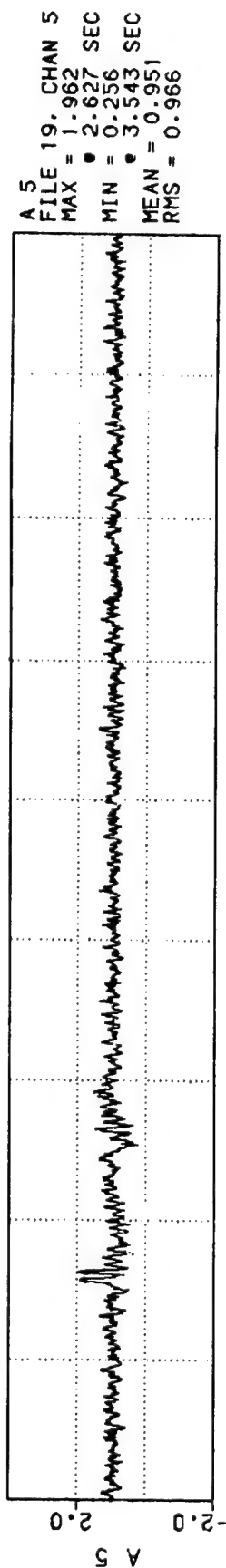
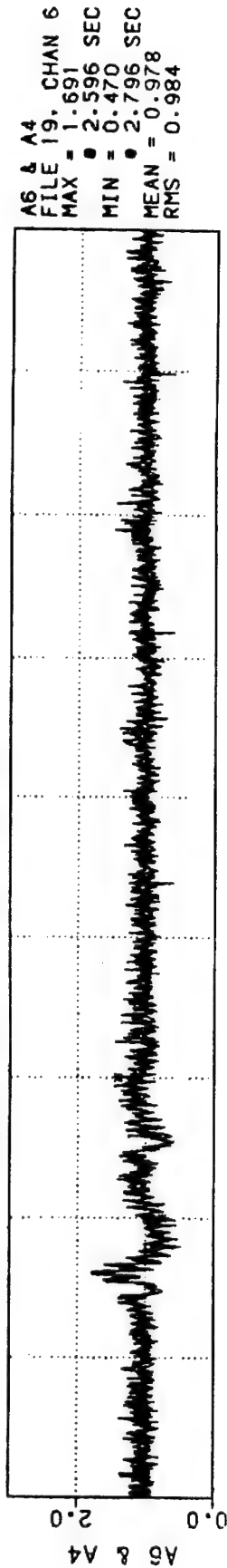
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 16 PAGE NO. 5

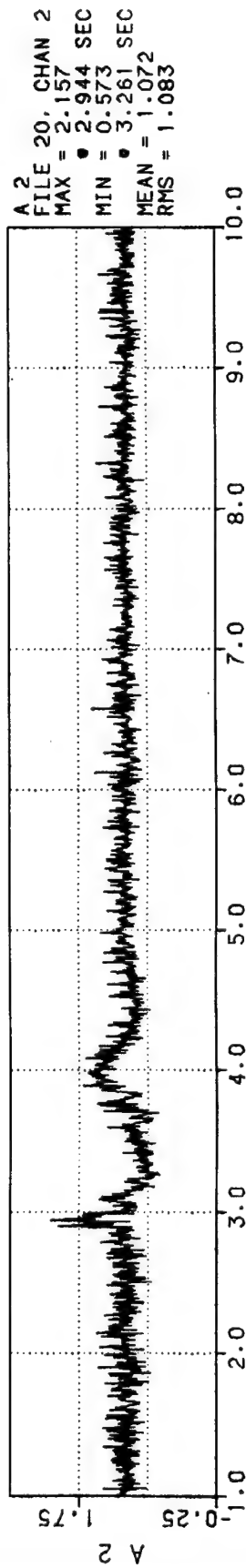
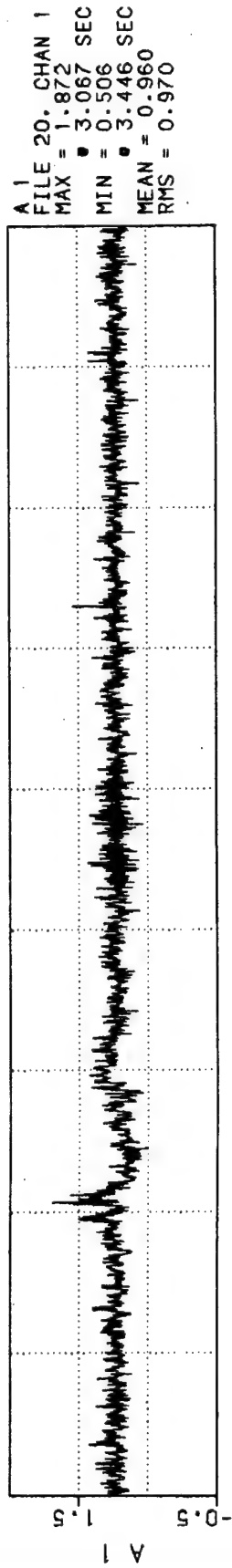
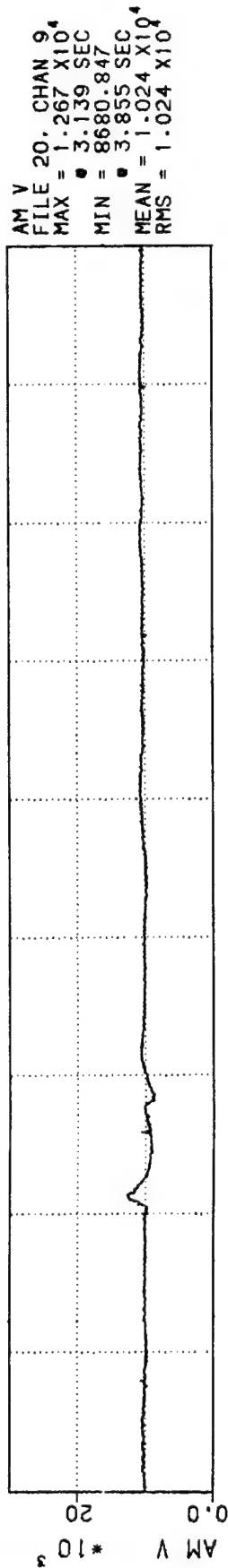
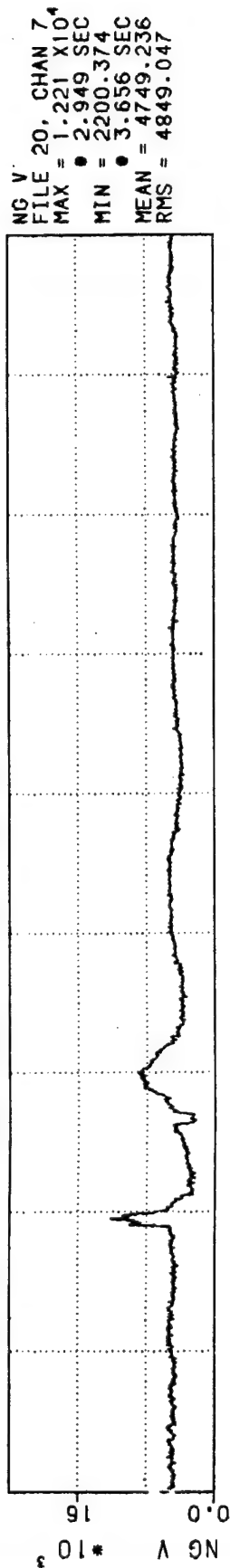
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 16
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



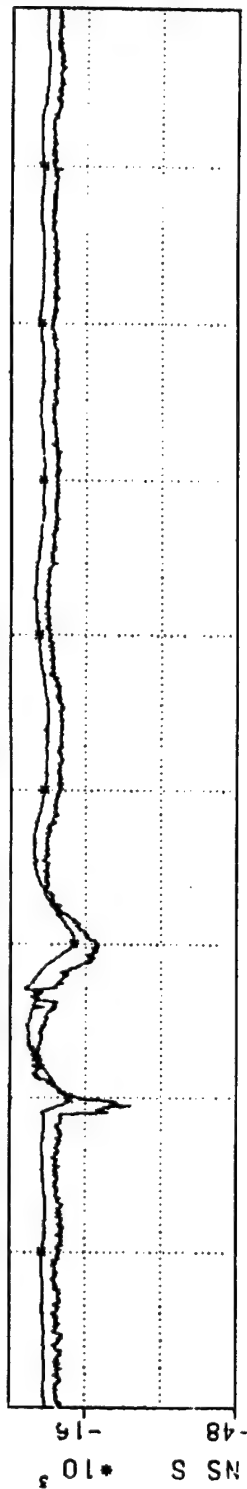
TIME - SECONDS

DELTA T (MSEC) = 5.120

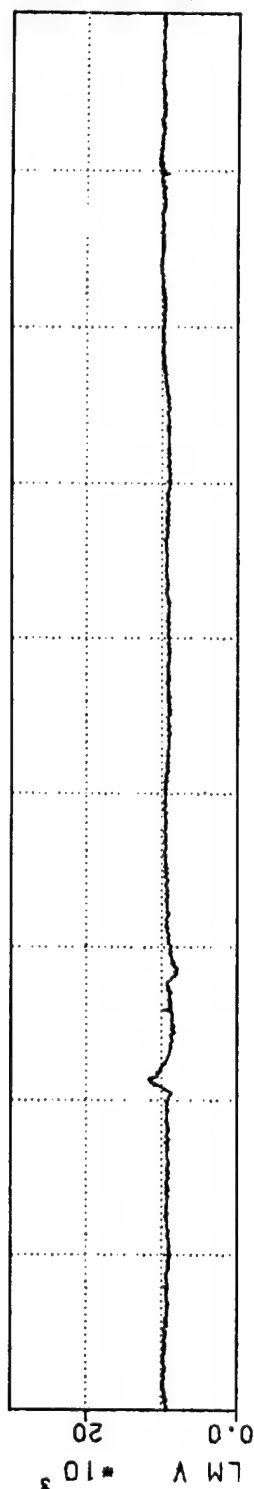
RUN NO. 17 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

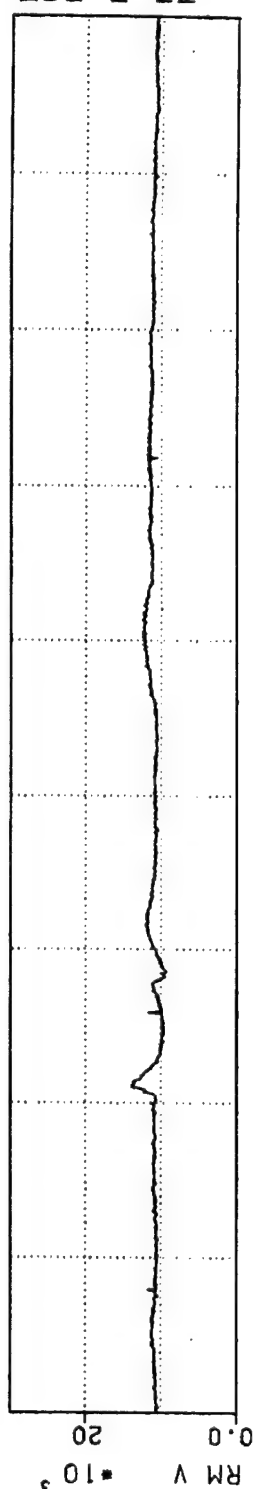
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



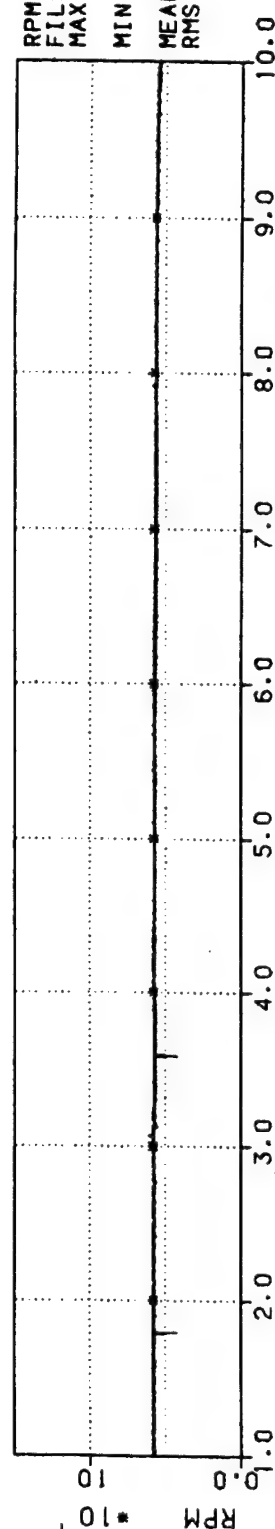
NS S
FILE 20, CHAN 7
MAX = -4454.772
MIN = 3.656 SEC
MEAN = -2.565 X10⁴
RMS = 2.949 SEC
MEAN = -9785.171
RMS = 1.001 X10⁴



LM V
FILE 20, CHAN 9
MAX = 1.172 X10⁴
MIN = 3.139 SEC
MEAN = 7902.653
RMS = 3.860 SEC
MEAN = 9407.632
RMS = 9417.306



RM V
FILE 20, CHAN 11
MAX = 1.383 X10⁴
MIN = 3.108 SEC
MEAN = 9324.963
RMS = 3.855 SEC
MEAN = 1.106 X10⁴
RMS = 1.108 X10⁴



RPM
FILE 20, CHAN 25
MAX = 58.488
MIN = 1.567 SEC
MEAN = 42.808 SEC
RMS = 3.589 SEC
MEAN = 56.755
RMS = 56.762

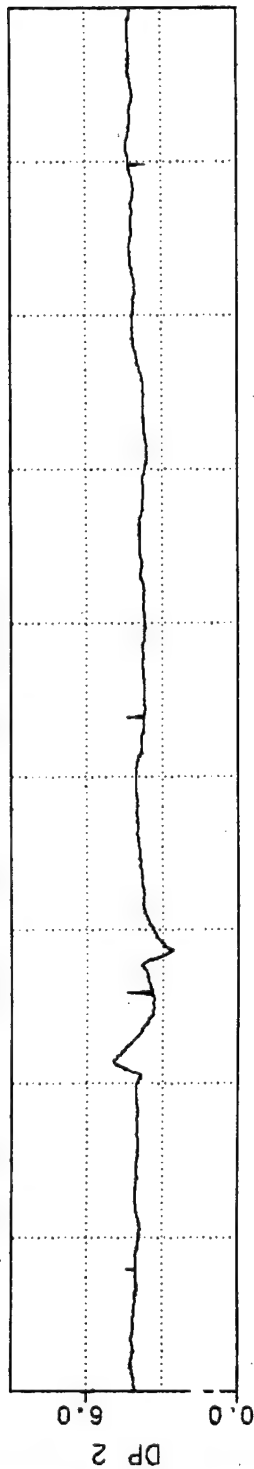
TIME - SECONDS

DELTA T (MSEC) = 5.120

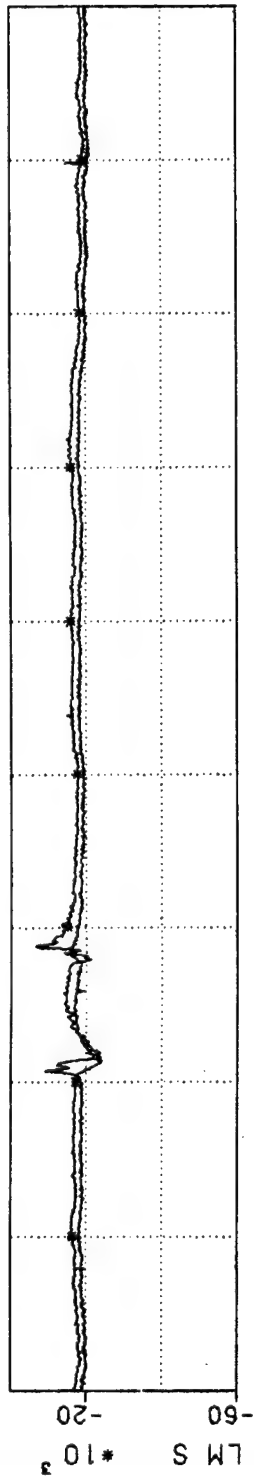
RUN NO. 17 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

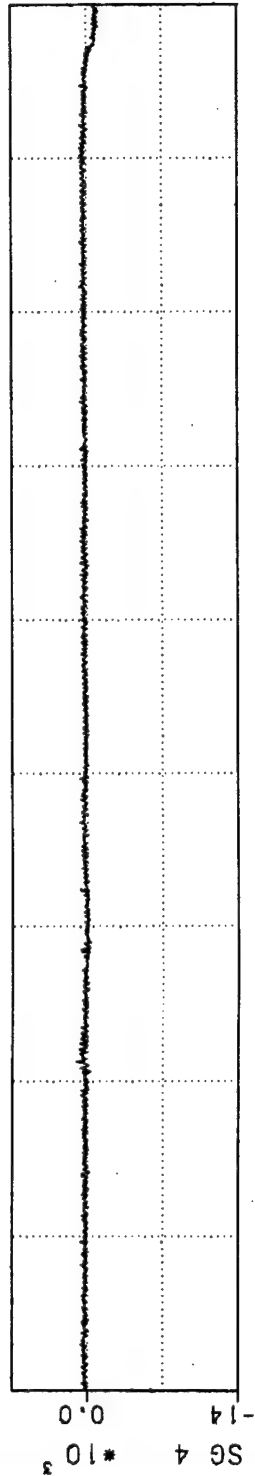
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



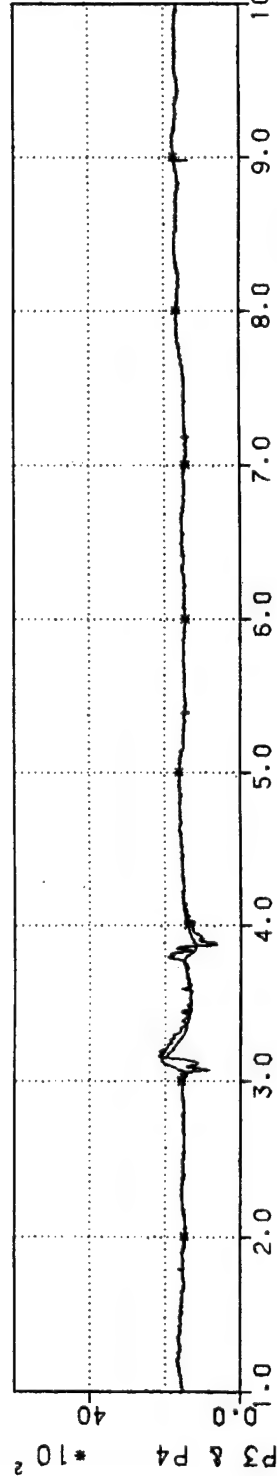
DP 2
FILE 20, CHAN 22
MAX = 4.945
MIN = 3.139 SEC
MEAN = 2.580 SEC
RMS = 3.866 SEC
RMS = 3.953
RMS = 3.962



LM S
FILE 20, CHAN 9
MAX = -1.547 X 10⁴
MIN = 3.860 SEC
MEAN = -2.422 X 10⁴
RMS = 3.139 SEC
RMS = -1.902 X 10⁴
RMS = 1.905 X 10⁴



SG 4
FILE 20, CHAN 10
MAX = 1030.426
MIN = 3.123 SEC
MEAN = -1151.533
RMS = 9.953 SEC
RMS = 218.357
RMS = 328.003



P3 & P4
FILE 20, CHAN 15
MAX = 2105.663
MIN = 3.139 SEC
MEAN = 1146.945
RMS = 3.866 SEC
RMS = 1559.431
RMS = 1563.382

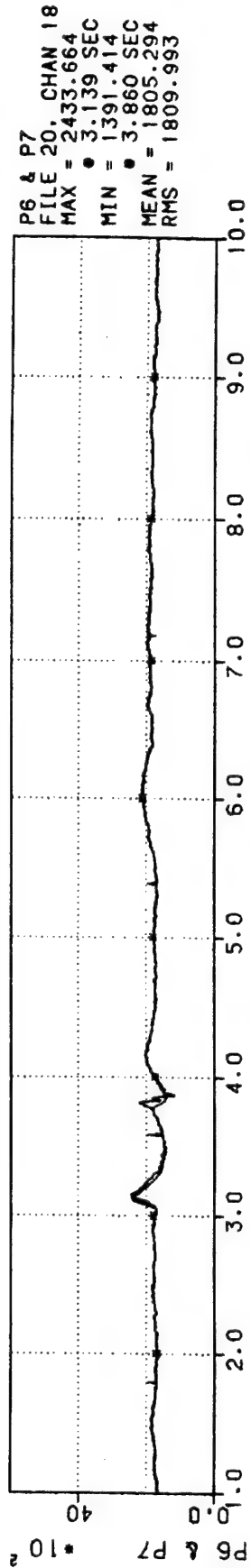
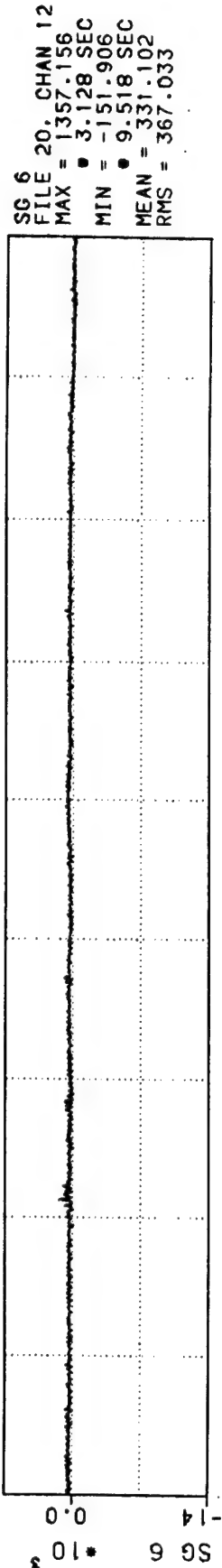
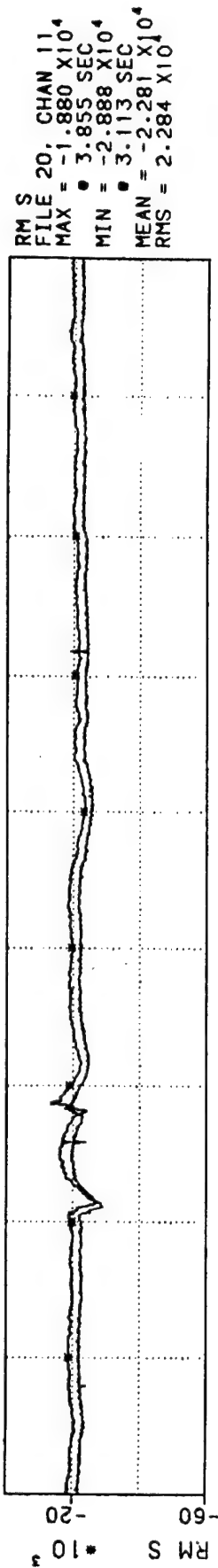
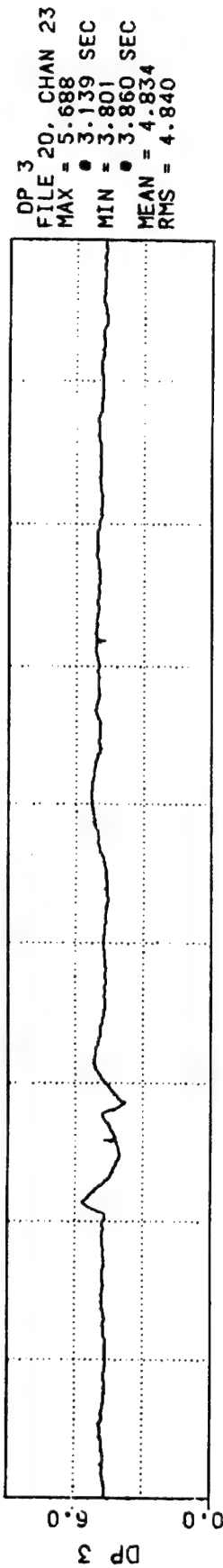
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



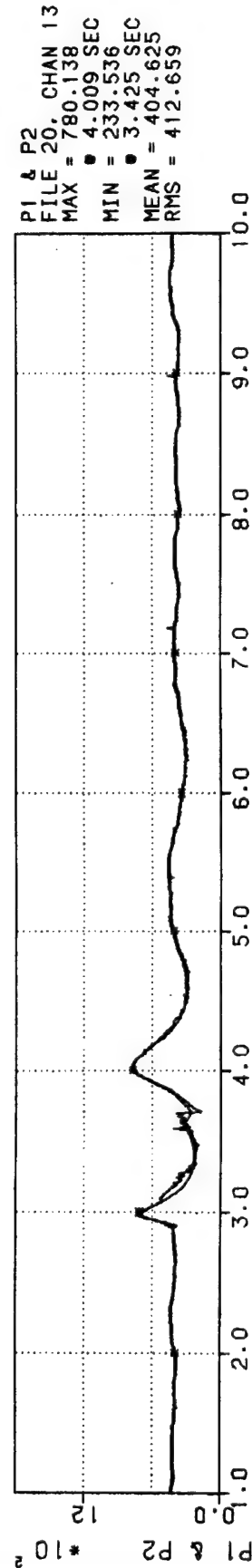
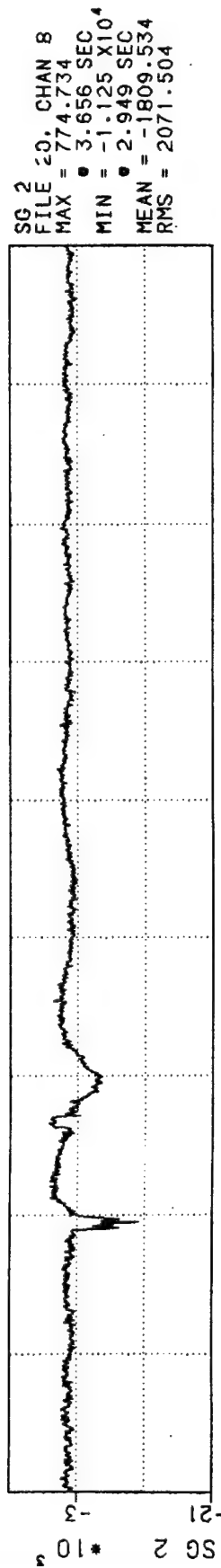
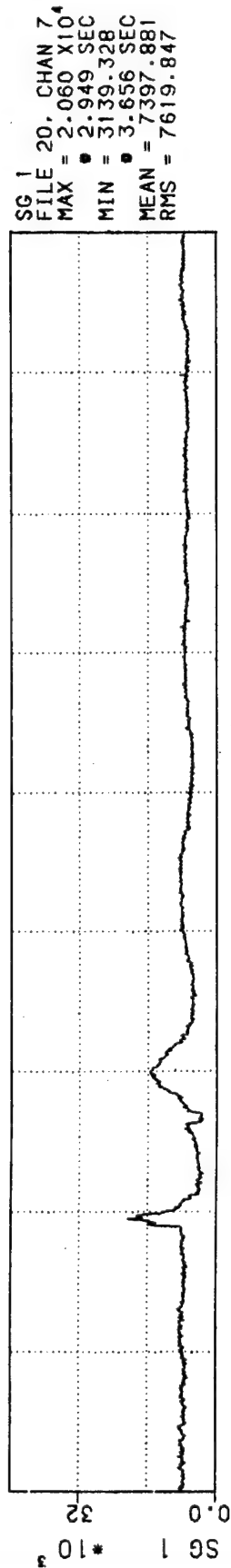
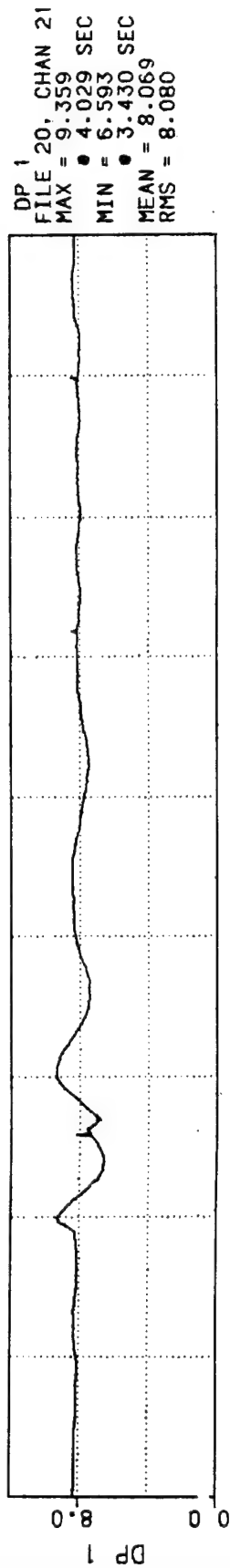
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT

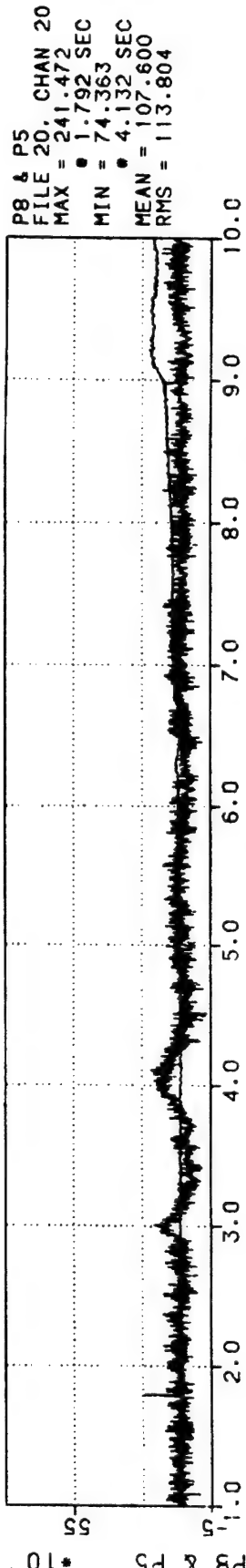
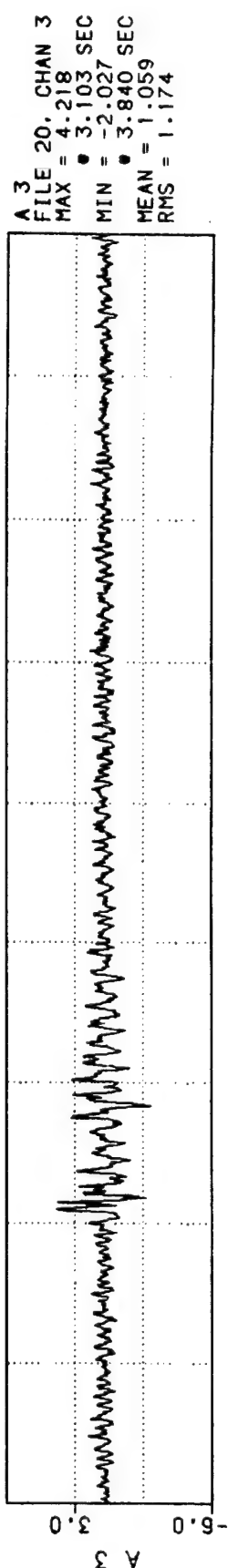
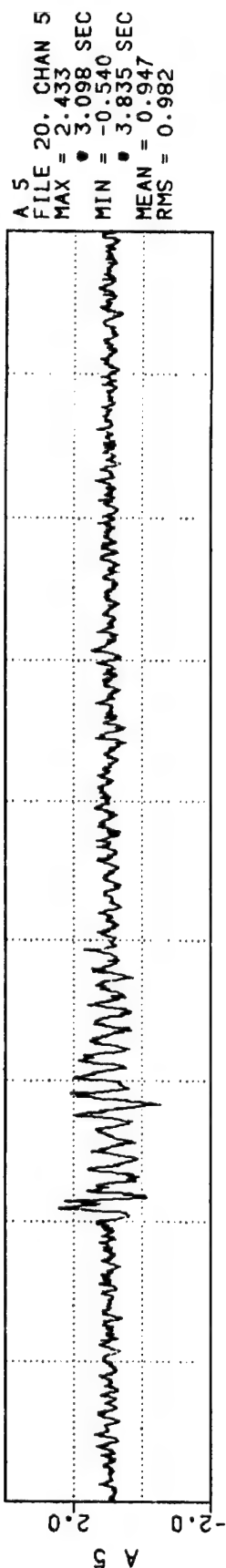
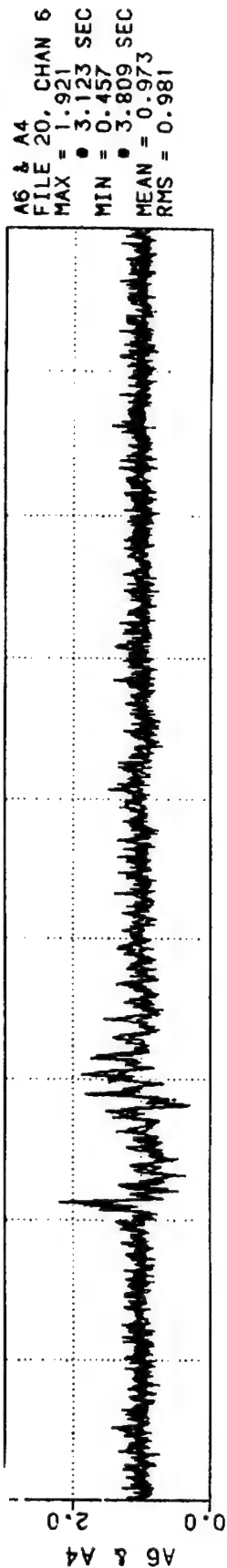


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 17 PAGE NO. 5

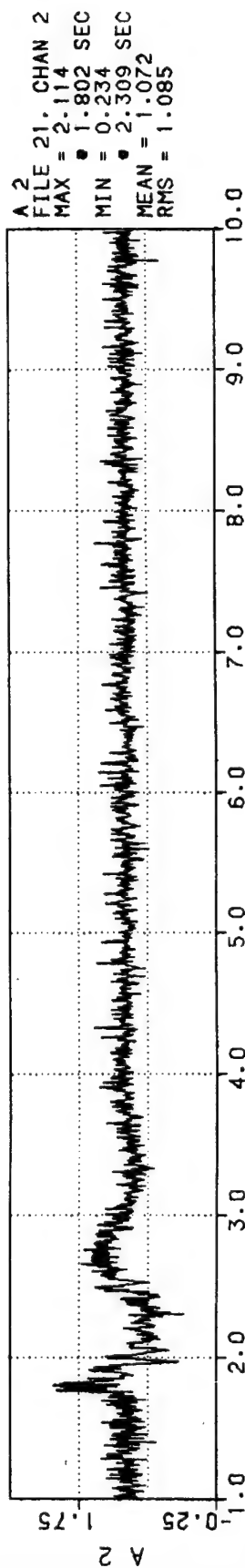
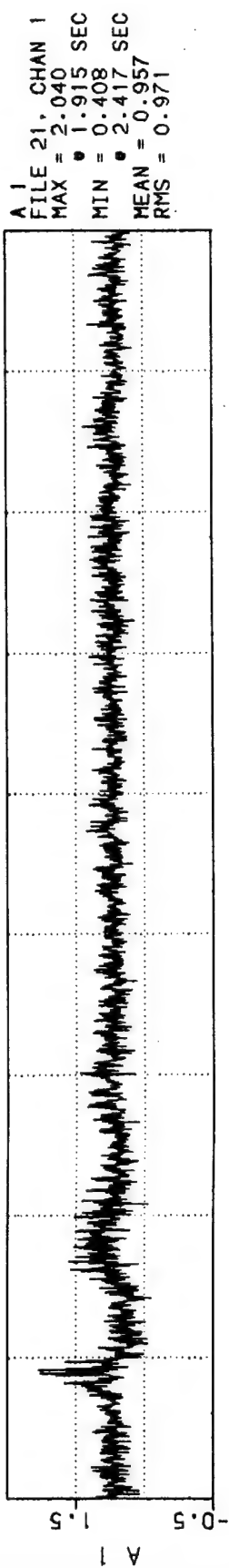
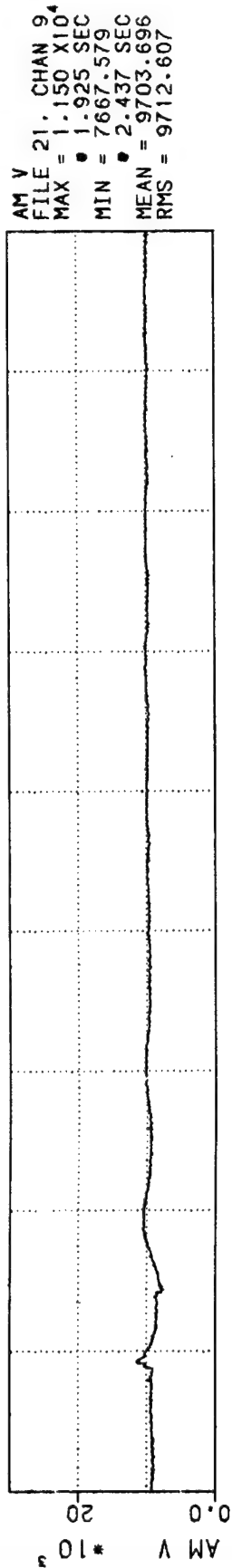
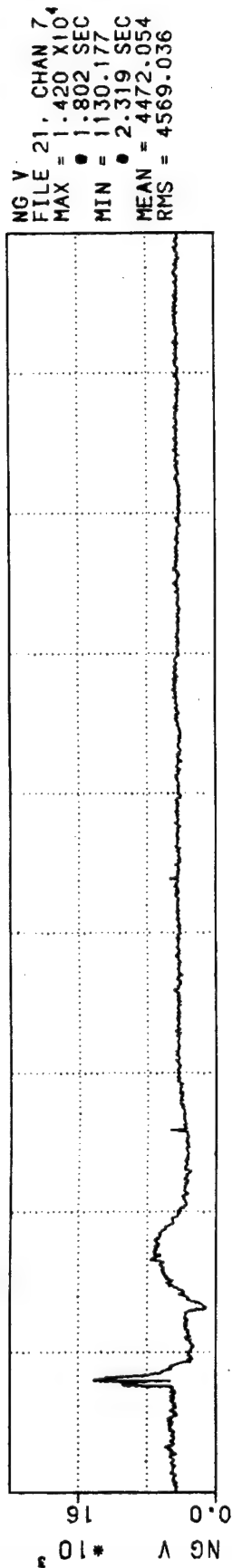
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 17 PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : LIGHT WEIGHT

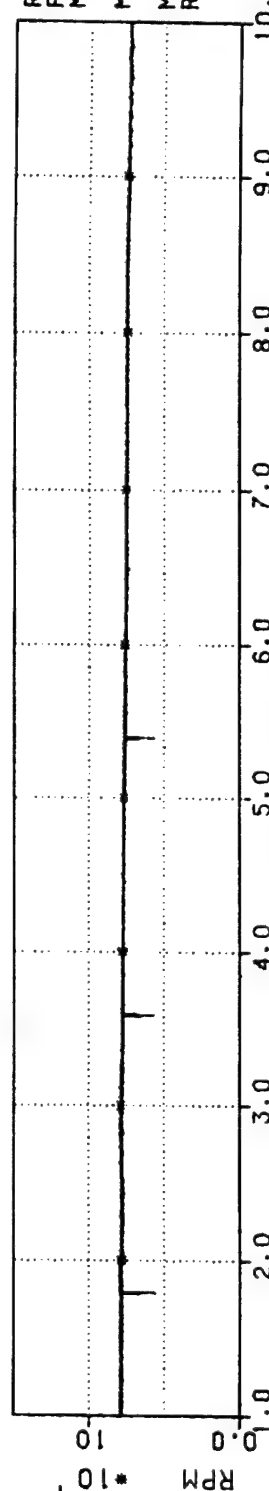
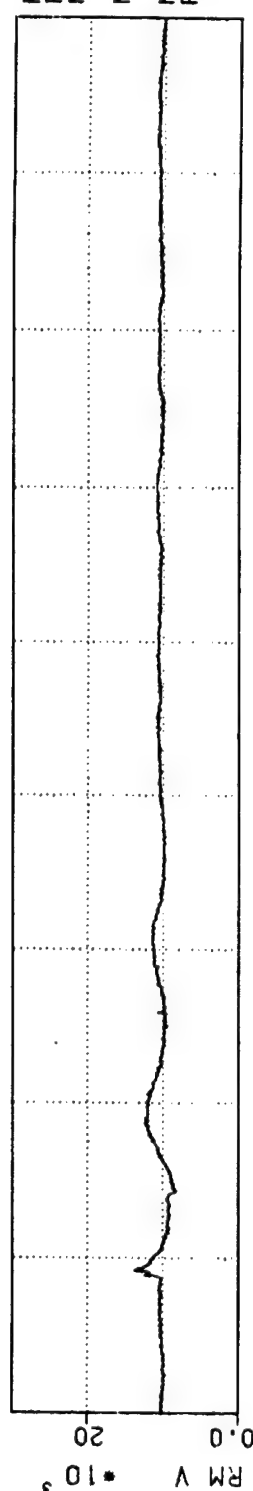
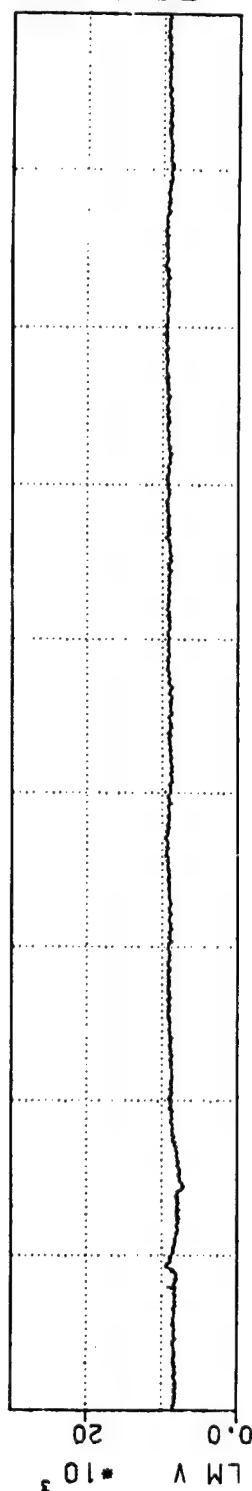
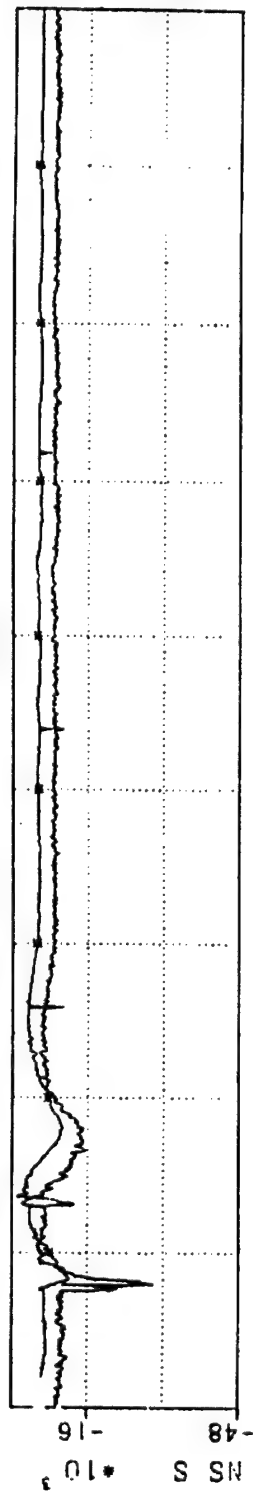


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 1

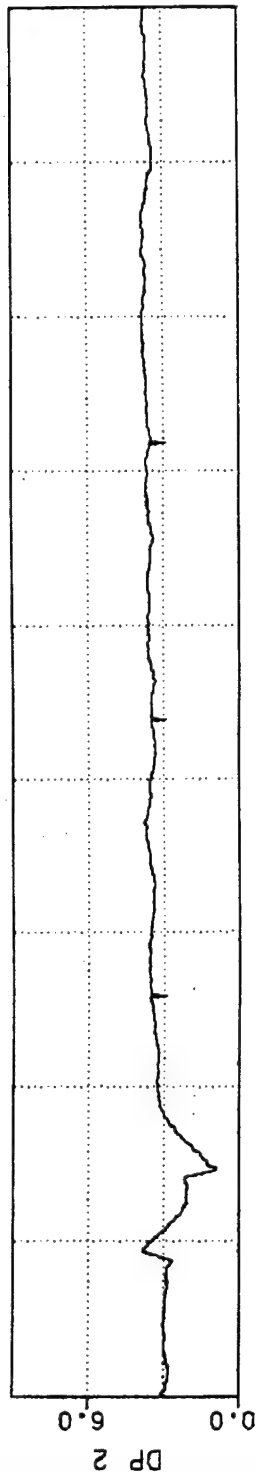
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



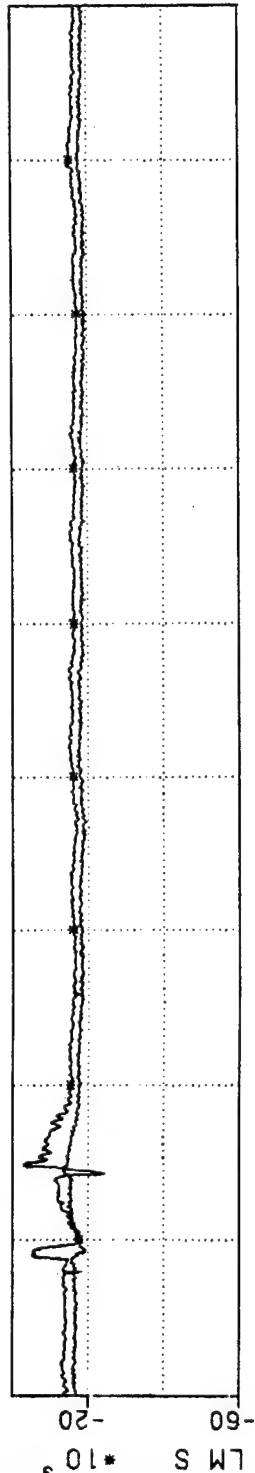
TIME - SECONDS
RUN NO. 18
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

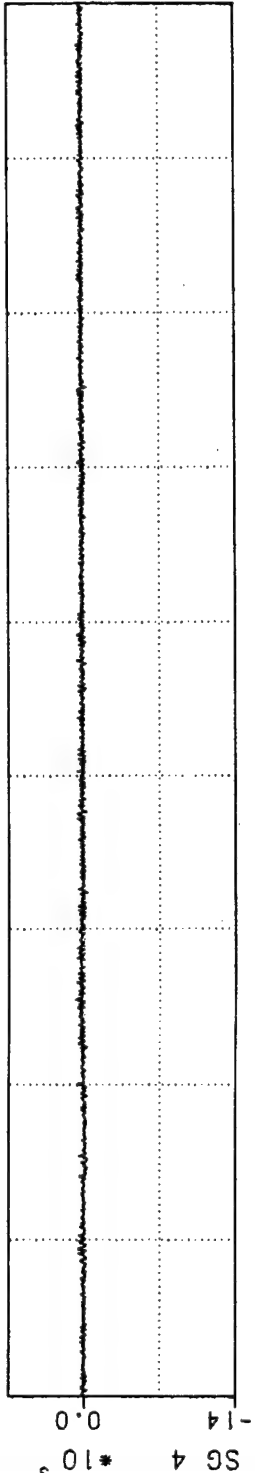
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



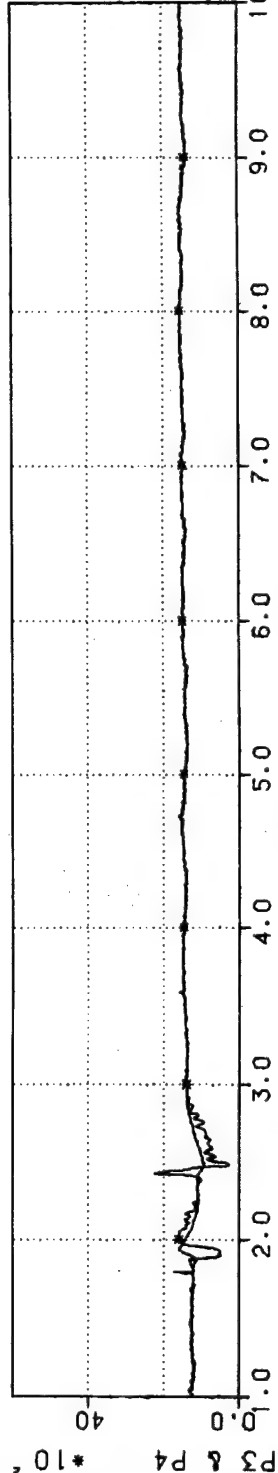
DP 2
FILE 21, CHAN 22
MAX = 3.842
MIN = 1.946 SEC
MEAN = 0.880 SEC
RMS = 2.468 SEC
RMS = 3.375
RMS = 3.407



LM S
FILE 21, CHAN 9
MAX = -1.347 X10⁴
MIN = -2.452 SEC
MEAN = -1.949 X10⁴
RMS = 8.387 SEC
RMS = -1.787 X10⁴
RMS = 1.790 X10⁴



SG 4
FILE 21, CHAN 10
MAX = 773.727
MIN = 3.543 SEC
MEAN = -304.418
RMS = 2.458 SEC
RMS = 173.836
RMS = 236.851



P3 & P4
FILE 21, CHAN 15
MAX = 1720.954
MIN = 1.792 SEC
MEAN = 955.202
RMS = 2.478 SEC
RMS = 1413.759
RMS = 1418.948

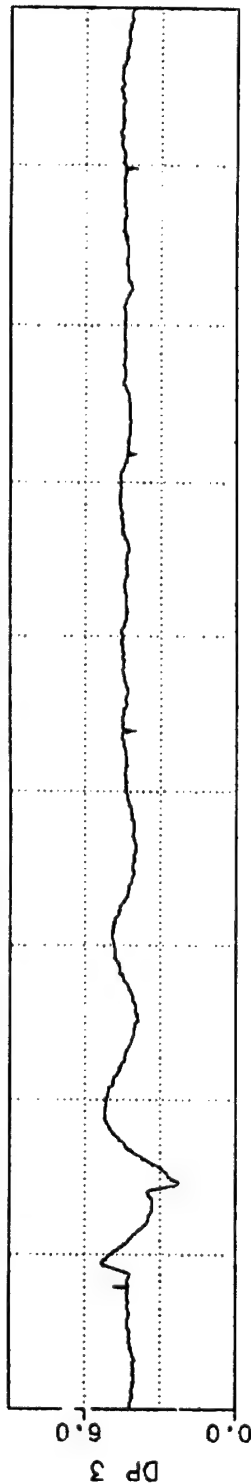
TIME - SECONDS

DELTA T (MSEC) = 5.120

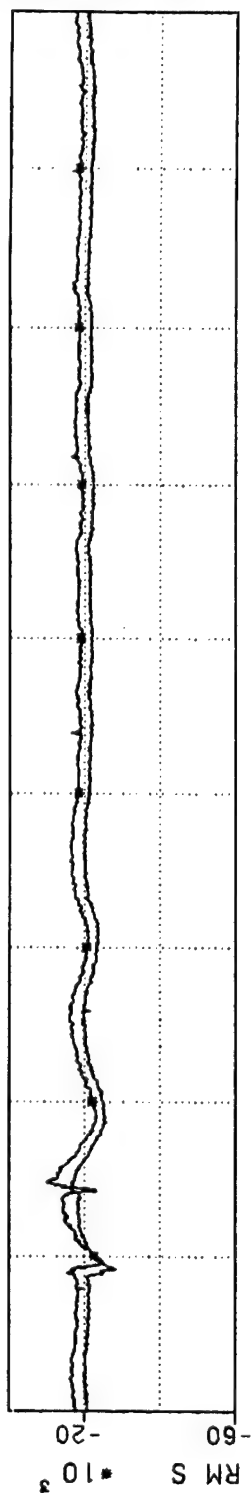
RUN NO. 18 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

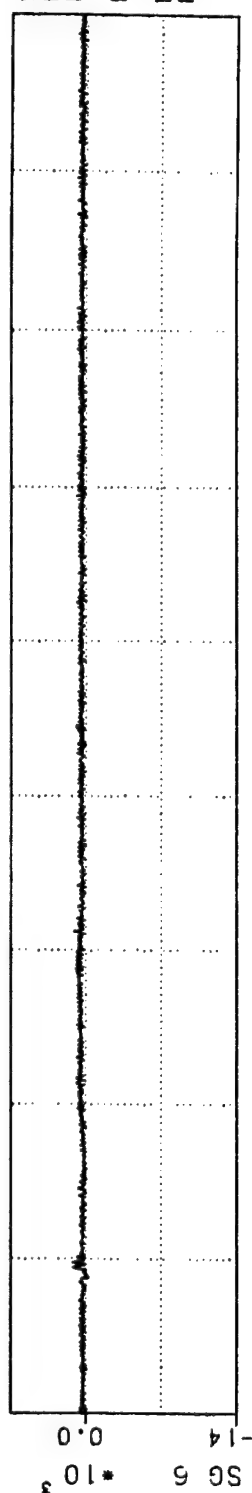
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



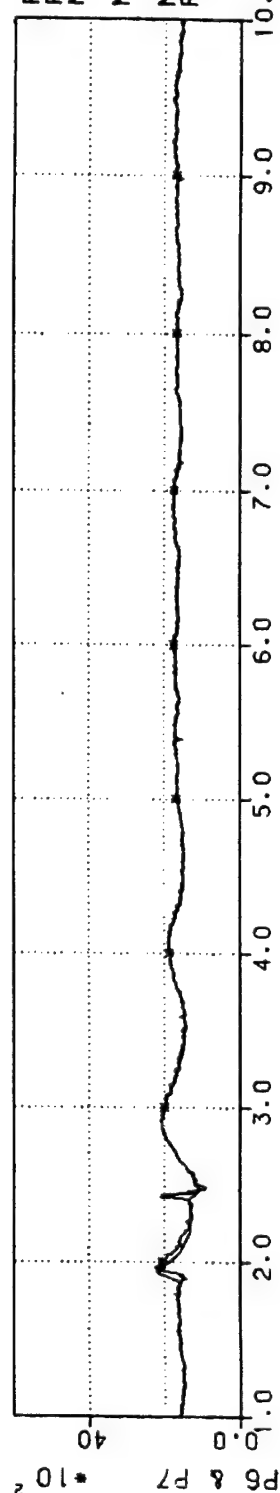
DP 3
FILE 21, CHAN 23
MAX = 5.348 SEC
MIN = 1.946 SEC
MEAN = 2.259 SEC
RMS = 2.468 SEC
RMS = 4.348
RMS = 4.364



RM S
FILE 21, CHAN 11
MAX = -1.618 X10⁴
MIN = -2.437 SEC
MEAN = -2.838 X10⁴
RMS = 1.920 SEC
RMS = -2.132 X10⁴
RMS = 2.136 X10⁴



SG 6
FILE 21, CHAN 12
MAX = 1256.555
MIN = -277.664
MEAN = 1.946 SEC
RMS = 1.884 SEC
RMS = 414.510
RMS = 457.815



P6 & P7
FILE 21, CHAN 18
MAX = 2204.491
MIN = 1.940 SEC
MEAN = 1075.692
RMS = 2.473 SEC
RMS = 1639.256
RMS = 1645.423

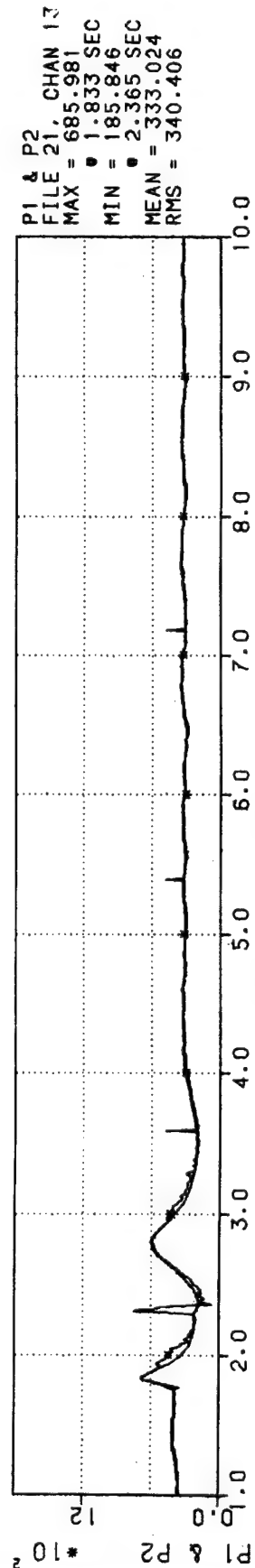
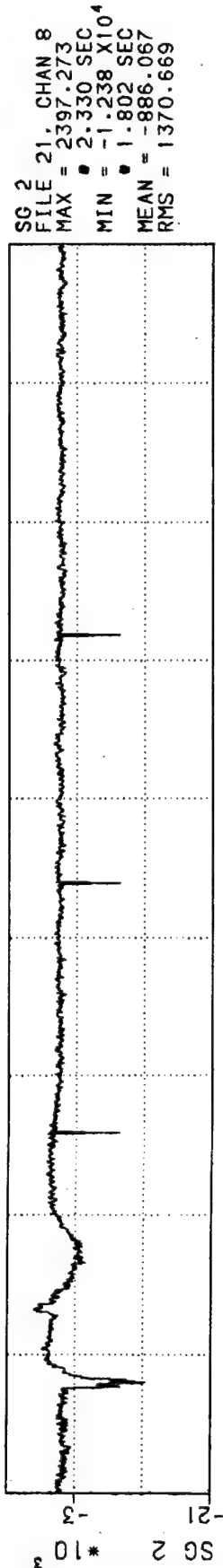
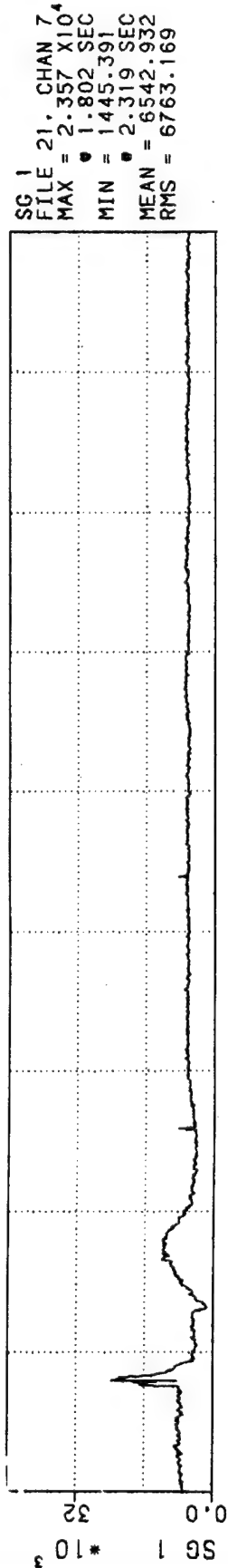
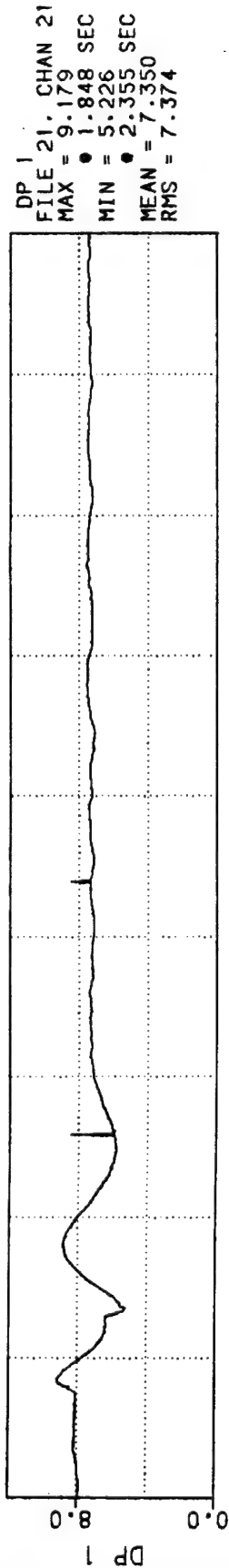
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : LIGHT WEIGHT

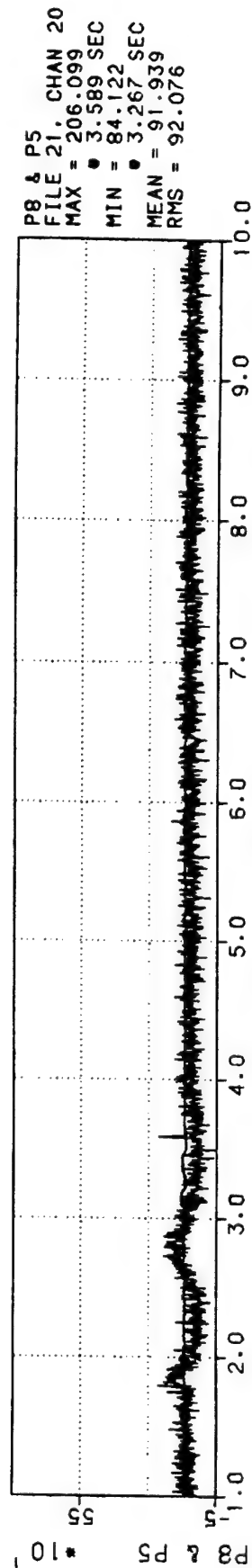
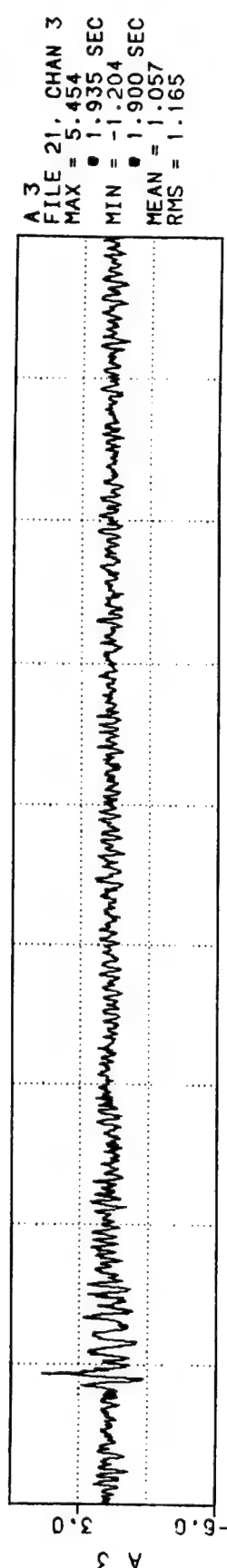
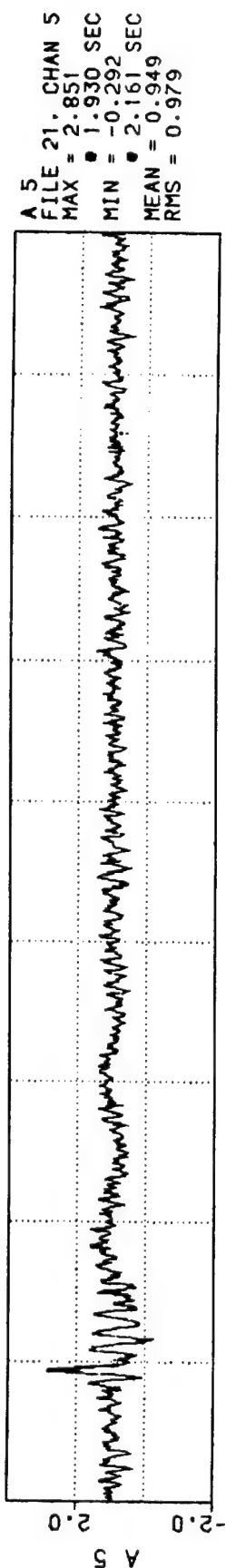
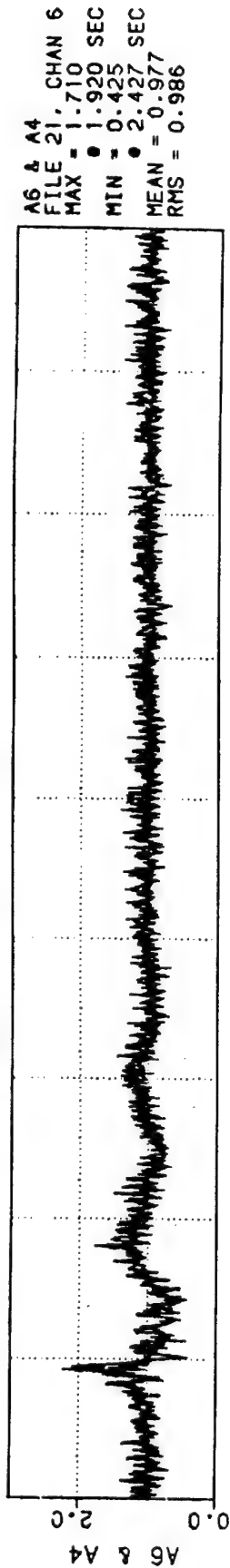


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 18 PAGE NO. 5

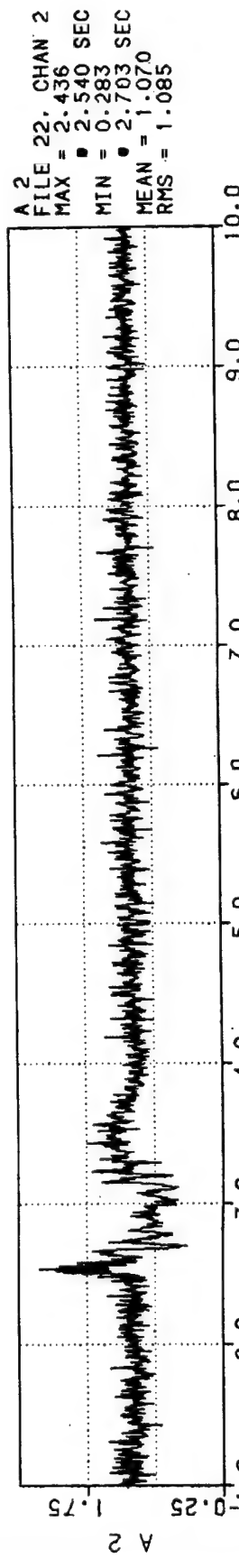
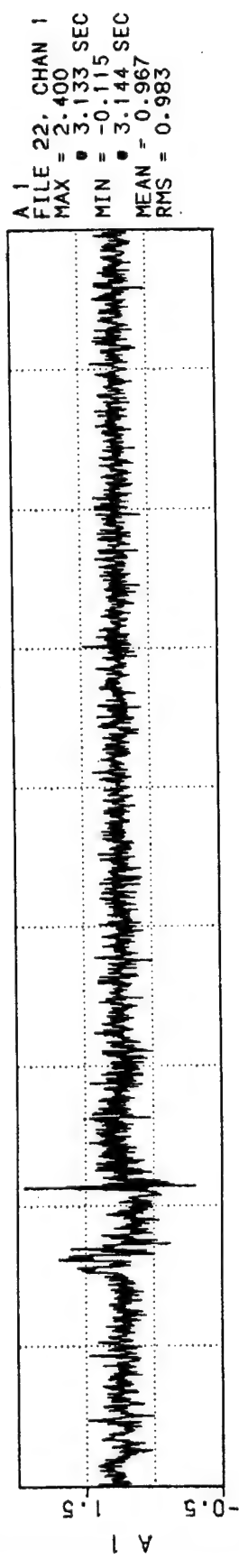
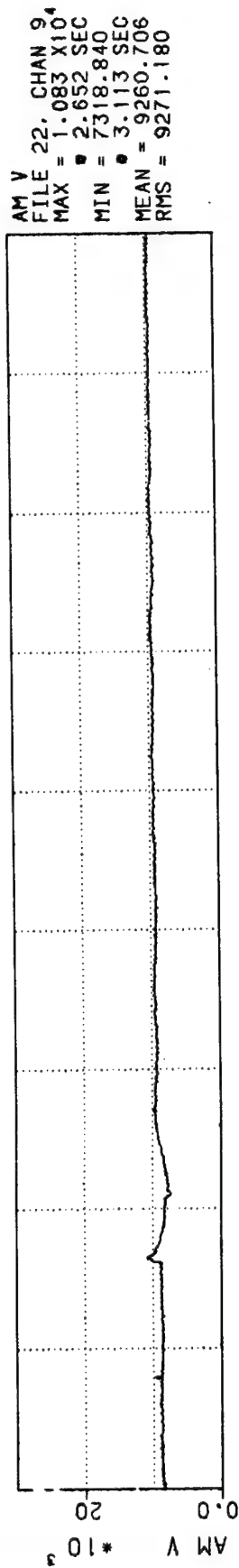
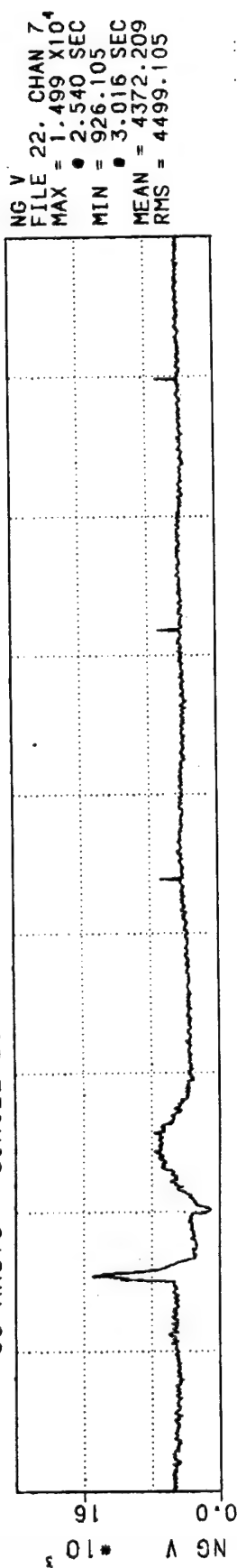
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 18
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



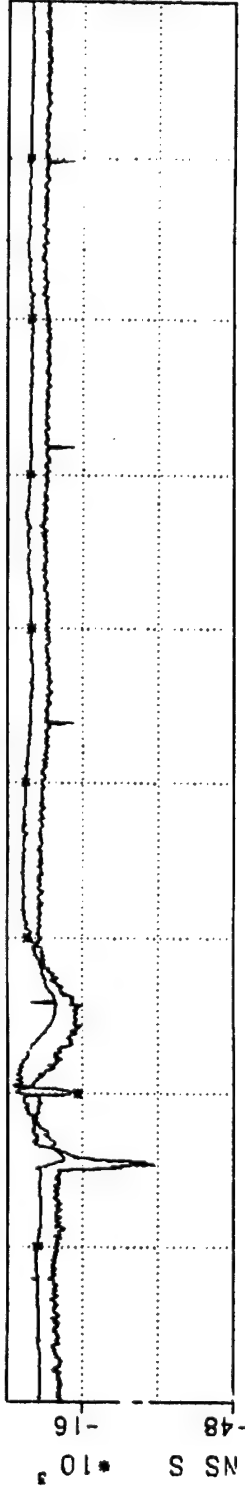
TIME - SECONDS

DELTA T (MSEC) = 5.120

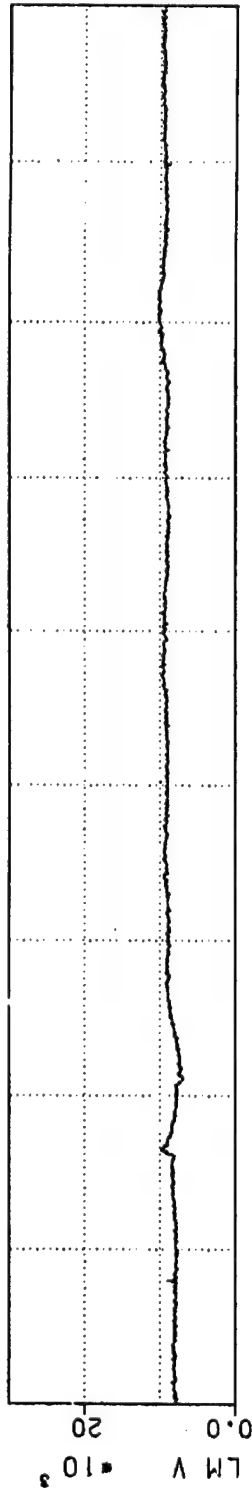
RUN NO. 19 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

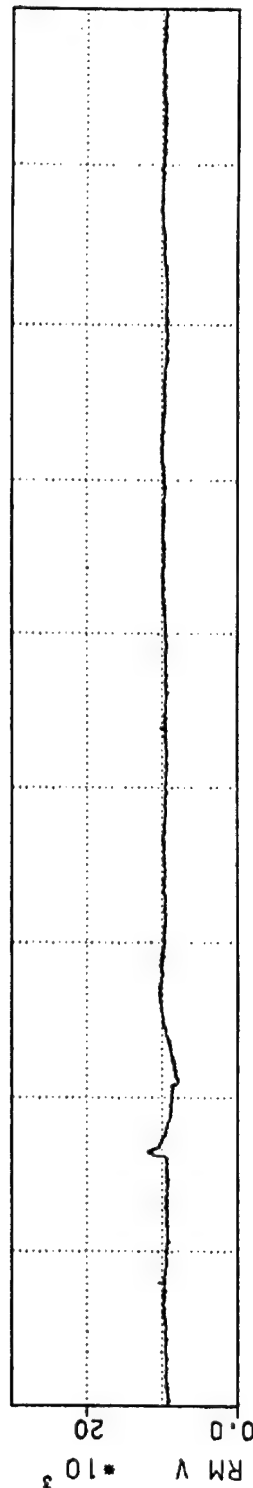
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



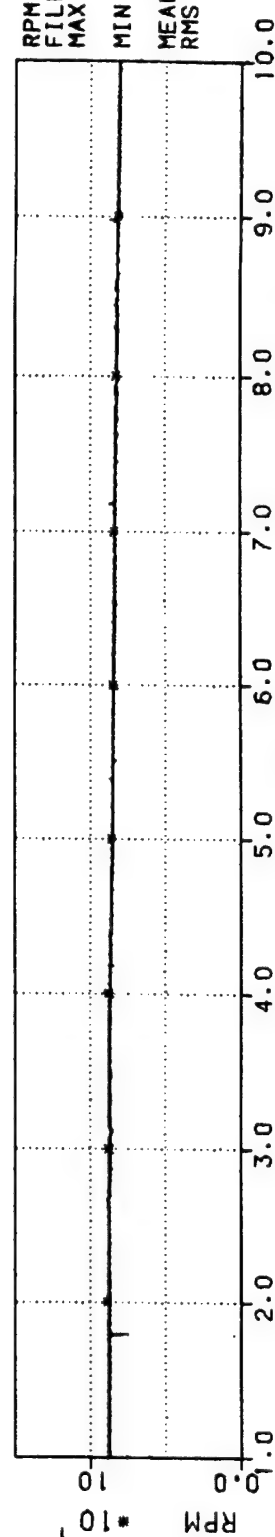
FILE 22, CHAN 7
MAX = -1841.073
MIN = -3.016 SEC
MEAN = -3.134 X10⁴
RMS = 2.540 SEC
RMS = -8864.339
RMS = 9151.320



FILE 22, CHAN 9
MAX = 1.030 X10⁴
MIN = 8.018 SEC
MEAN = 6882.884
RMS = 3.113 SEC
RMS = 8929.536
RMS = 8953.081



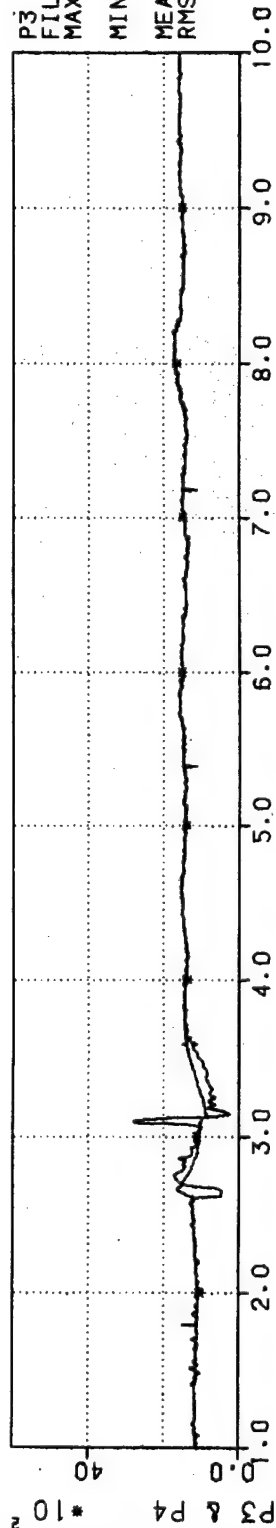
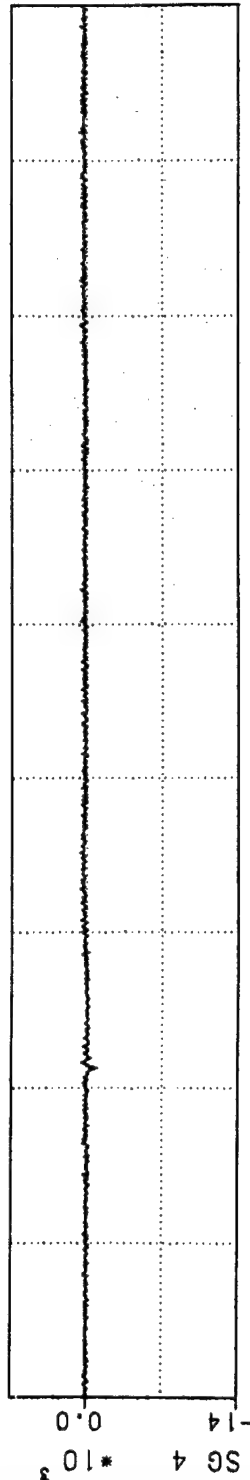
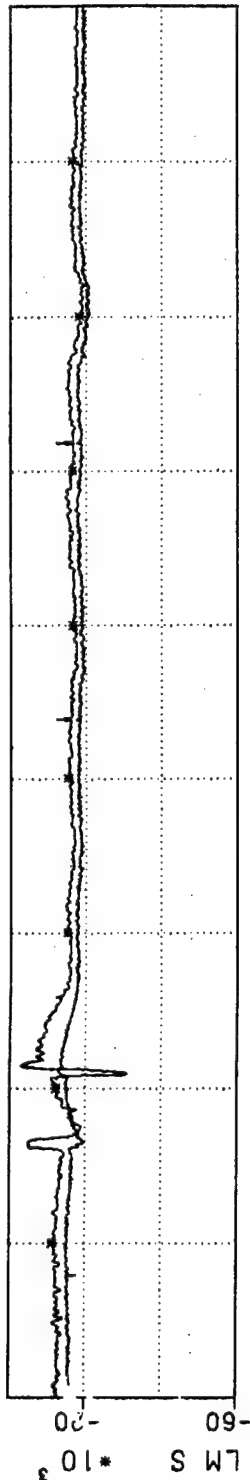
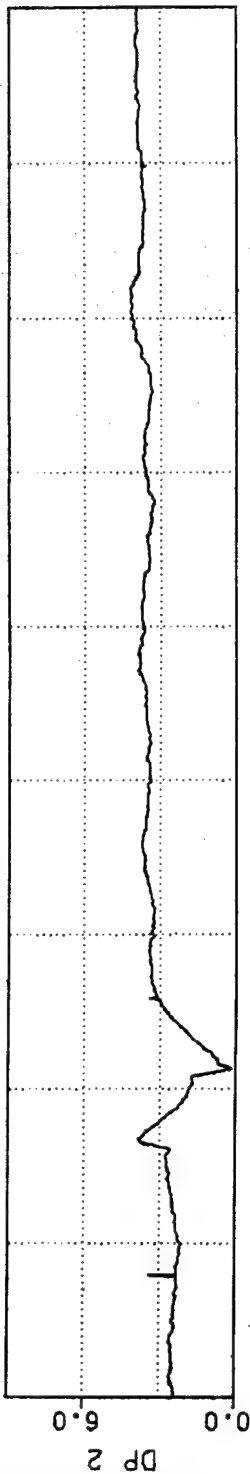
FILE 22, CHAN 11
MAX = 1.189 X10⁴
MIN = 2.652 SEC
MEAN = 7754.797
RMS = 3.113 SEC
RMS = 9591.867
RMS = 9599.000



FILE 22, CHAN 25
MAX = 88.423
MIN = 2.652 SEC
MEAN = 75.277 SEC
RMS = 1.792 SEC
RMS = 84.781
RMS = 84.811

DELTA T (MSEC) = 5.120
RUN NO. 19 PAGE NO. 2

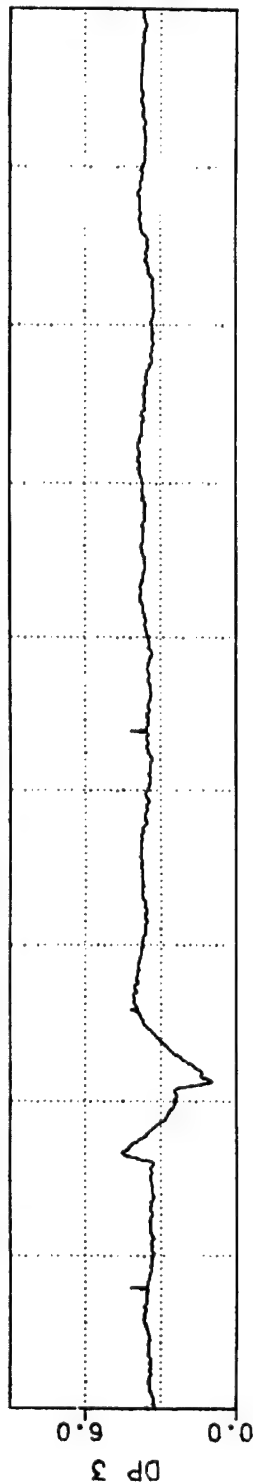
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



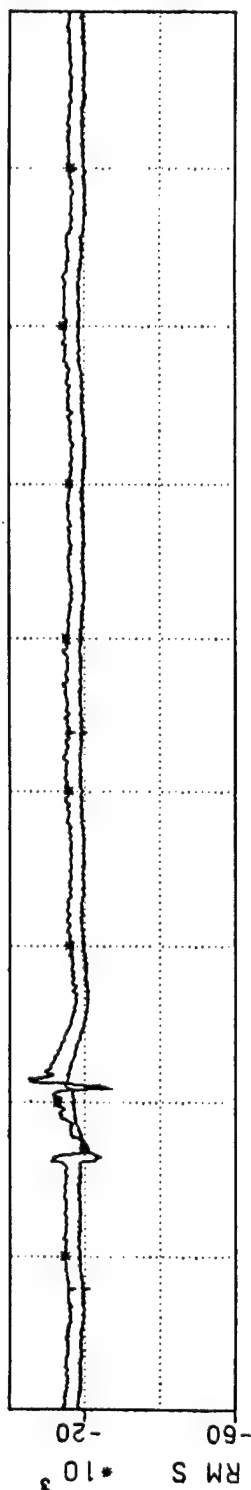
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 19 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

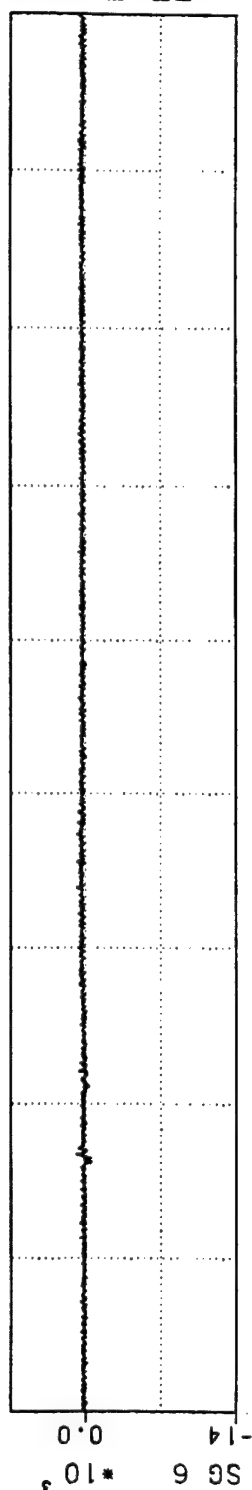
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



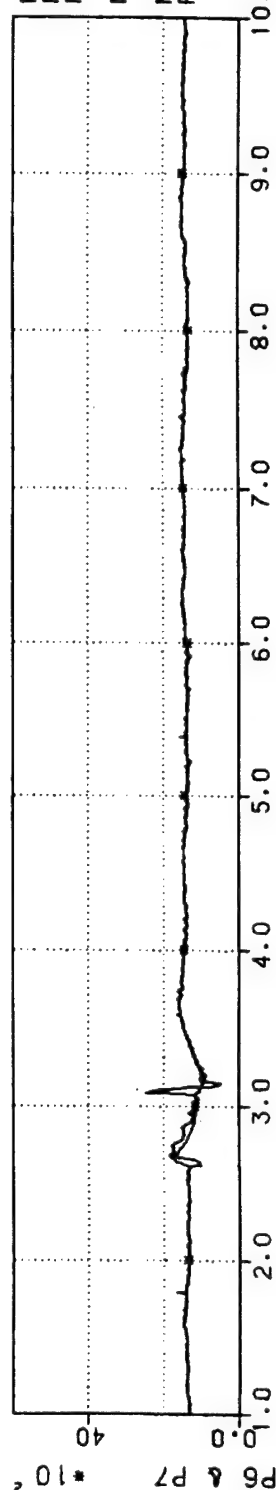
DP 3
FILE 22, CHAN 23
MAX = 4.516
MIN = 0.985
MEAN = 3.521
RMS = 3.544



RM S
FILE 22, CHAN 11
MAX = -1.467 X10⁴
MIN = -2.425 X10⁴
MEAN = -1.920 X10⁴
RMS = 1.923 X10⁴



SG 6
FILE 22, CHAN 12
MAX = 879.285
MIN = -604.625
MEAN = 277.881
RMS = 316.363



P6 & P7
FILE 22, CHAN 18
MAX = 1764.430
MIN = 963.543
MEAN = 1403.973
RMS = 1407.246

TIME - SECONDS

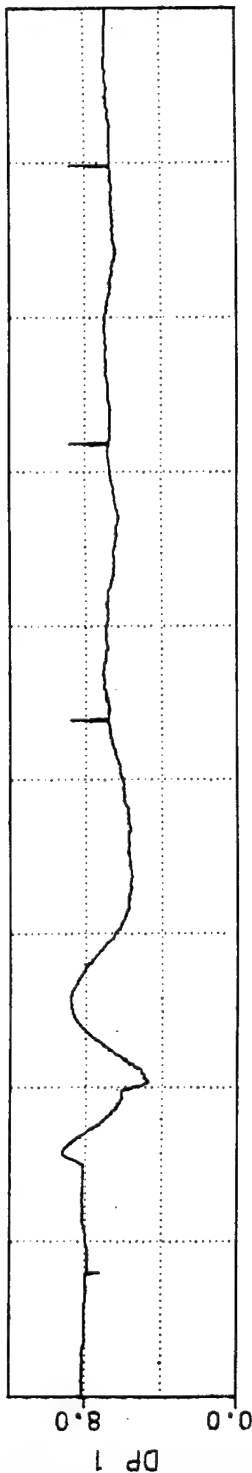
DELTA T (MSEC) = 5.120

RUN NO. 19

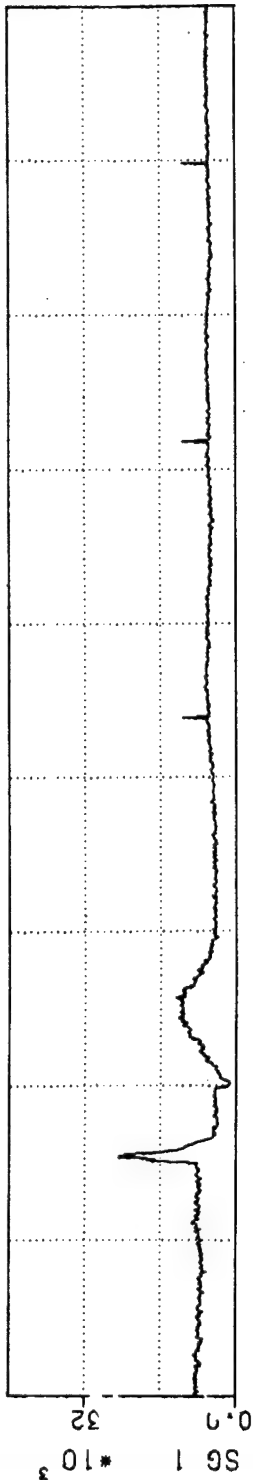
PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT

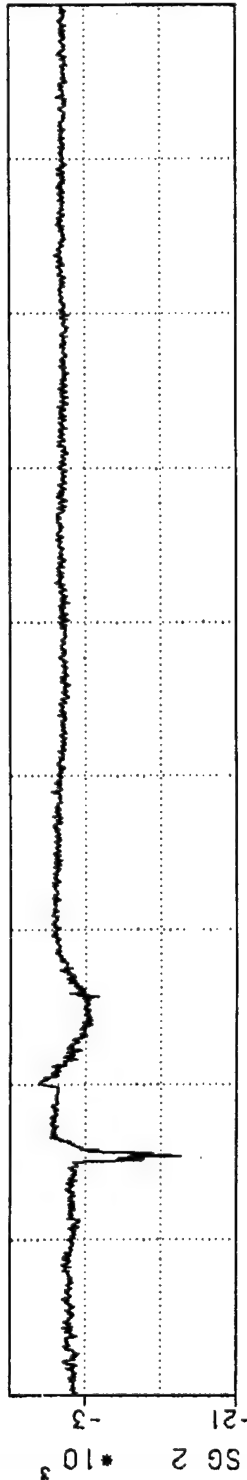
DP 1
FILE 22, CHAN 21
MAX = 9.204
MIN = 2.586 SEC
MEAN = 4.715
RMS = 3.036 SEC
RMS = 6.962
RMS = 7.012



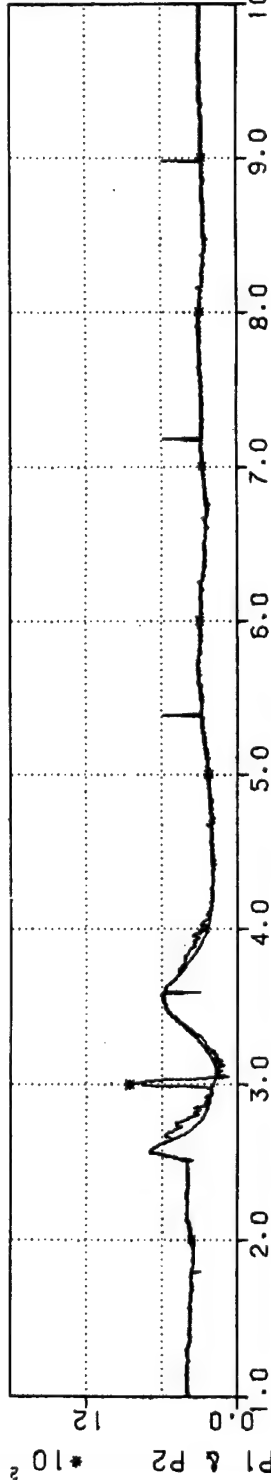
SG 1
FILE 22, CHAN 7
MAX = 2.488 X10⁴
MIN = 2.540 SEC
MEAN = 1134.250
RMS = 3.016 SEC
RMS = 6242.238
RMS = 6554.957



SG 2
FILE 22, CHAN 8
MAX = 2538.367
MIN = -1.436 X10⁴
MEAN = 2.540 SEC
RMS = -517.733
RMS = 1245.838

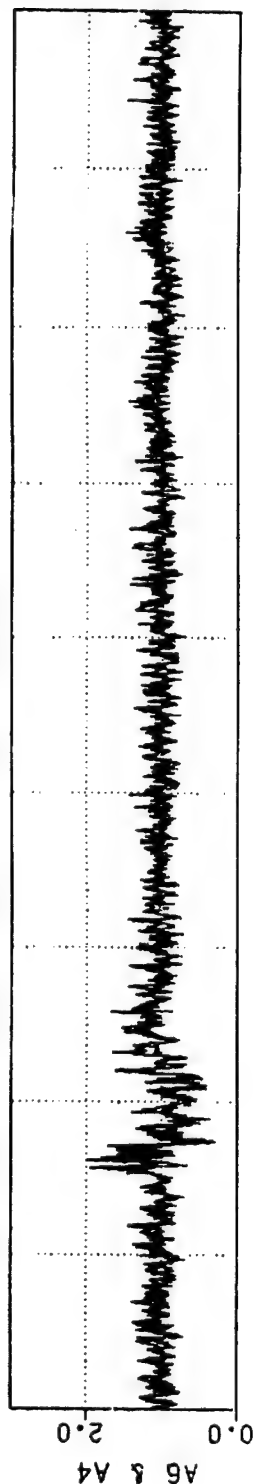


P1 & P2
FILE 22, CHAN 13
MAX = 695.763
MIN = 2.570 SEC
MEAN = 169.950
RMS = 3.082 SEC
RMS = 309.040
RMS = 320.330

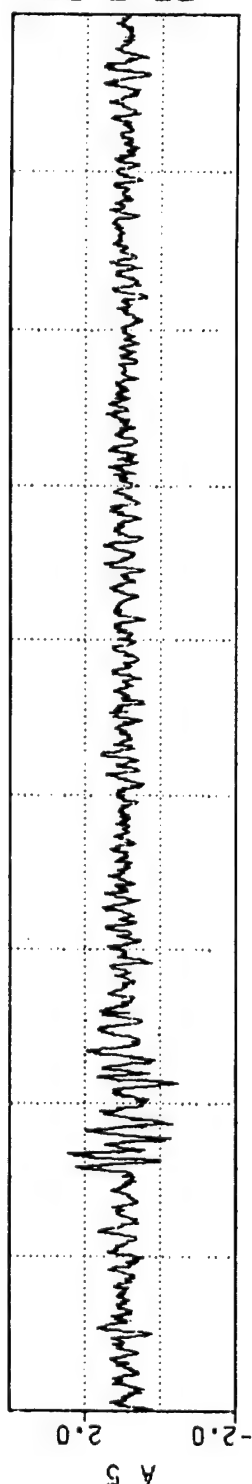


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 19 PAGE NO. 5

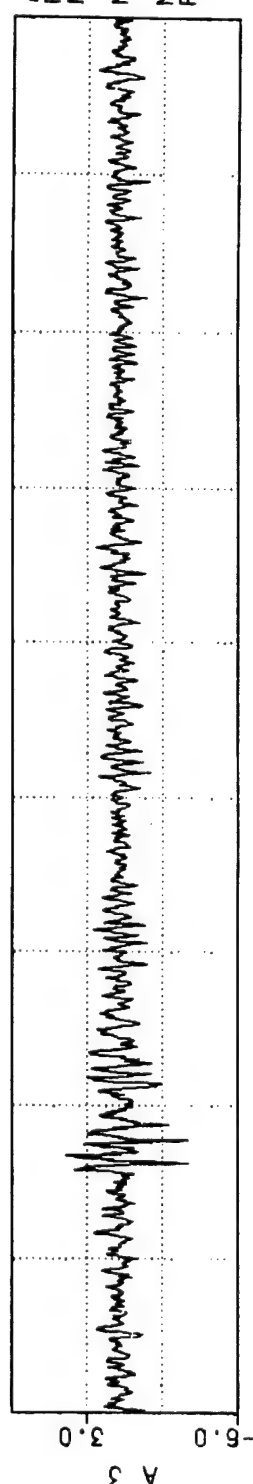
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT



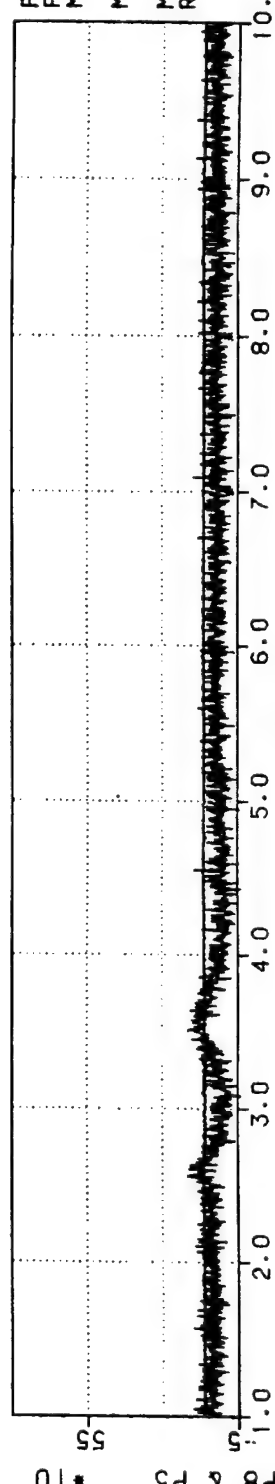
A6 & A4
FILE 22, CHAN 6
MAX = 1.967
MIN = 0.273
MEAN = 0.975
RMS = 0.984



A 5
FILE 22, CHAN 5
MAX = 2.453
MIN = -0.447
MEAN = 0.951
RMS = 0.993



A 3
FILE 22, CHAN 3
MAX = 4.258
MIN = -3.074
MEAN = 1.060
RMS = 1.228

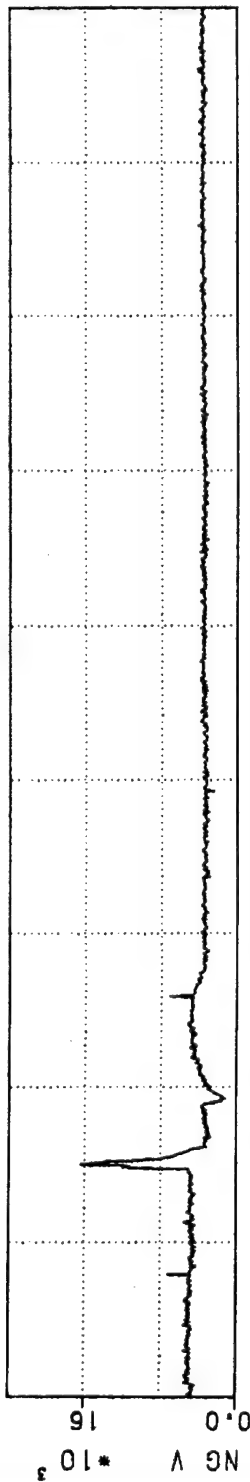


P8 & P5
FILE 22, CHAN 20
MAX = 99.979
MIN = 71.924
MEAN = 85.378
RMS = 85.409

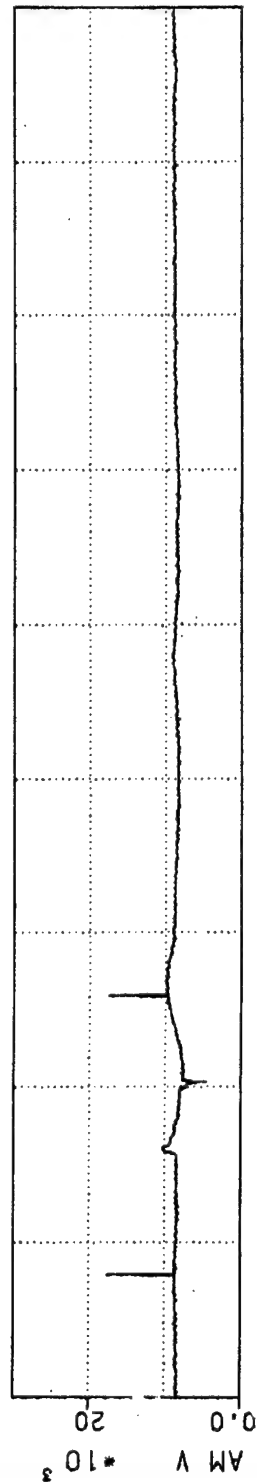
TIME - SECONDS
RUN NO. 19
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

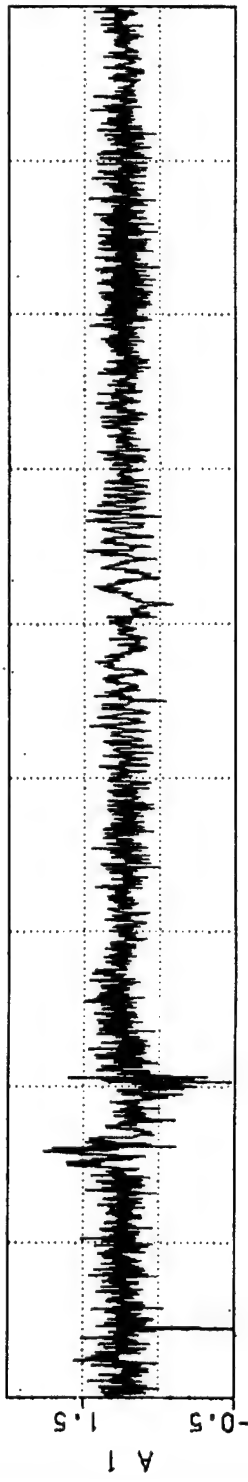
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



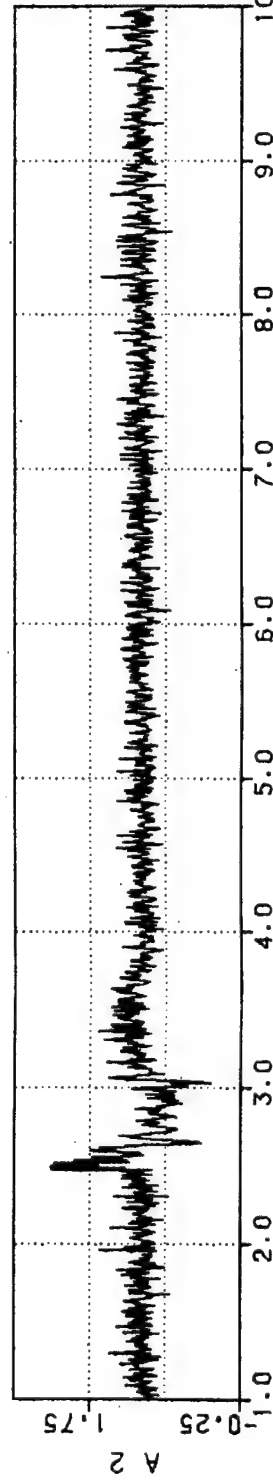
NG V
FILE 16, CHAN 7
MAX = 1.640 X10⁴
• 2.509 SEC
MIN = 1149.713
• 2.924 SEC
MEAN = 3873.462
RMS = 3992.649



AM V
FILE 16, CHAN 9
MAX = 1.749 X10⁴
• 3.589 SEC
MIN = 4465.514
• 3.031 SEC
MEAN = 8685.767
RMS = 8699.234



A 1
FILE 16, CHAN 1
MAX = 2.010
• 2.591 SEC
MIN = -0.500
• 1.449 SEC
MEAN = 0.962
RMS = 0.986



A 2
FILE 16, CHAN 2
MAX = 2.253
• 2.504 SEC
MIN = 0.148
• 3.036 SEC
MEAN = 1.073
RMS = 1.087

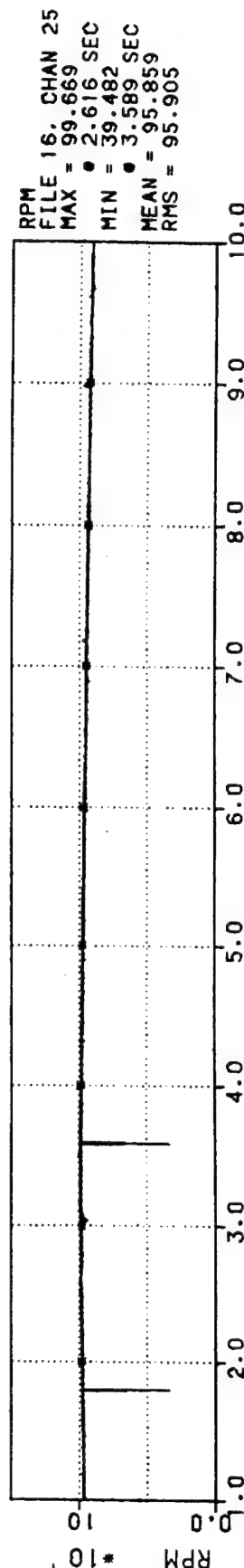
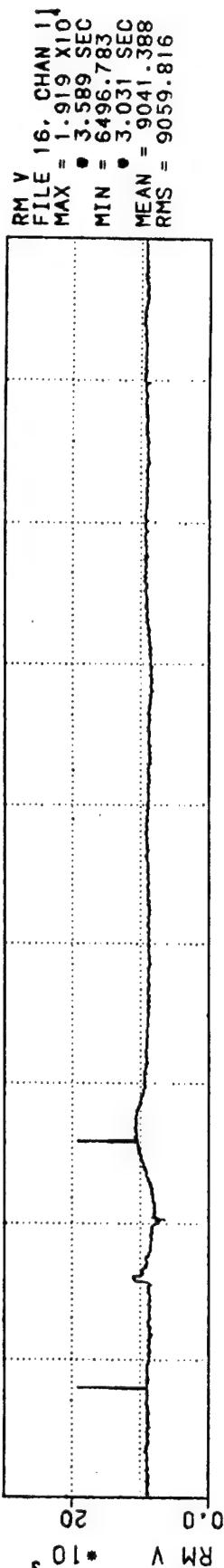
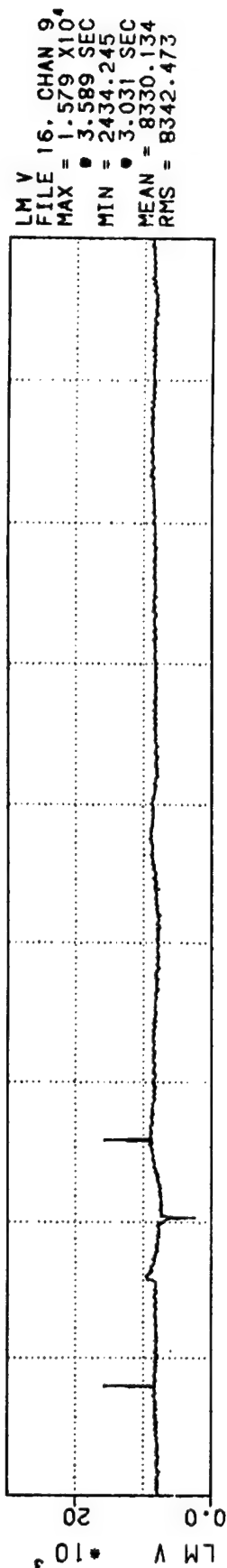
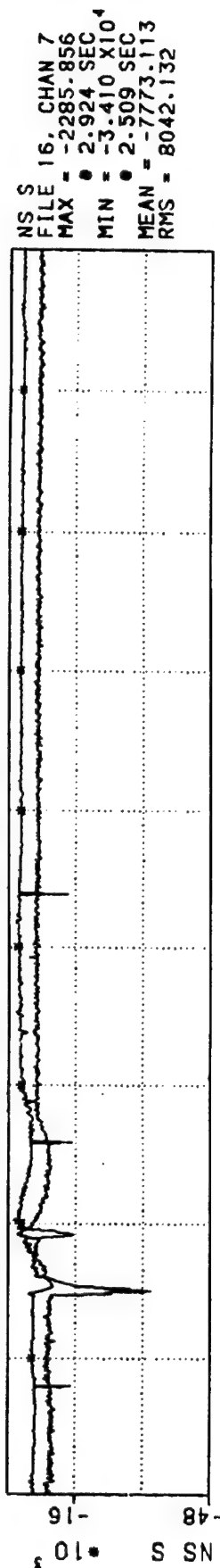
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 20 PAGE NO. 1

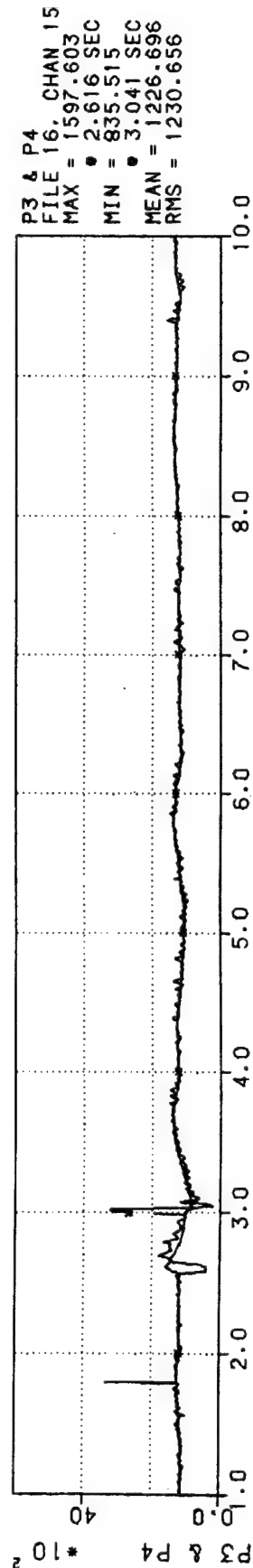
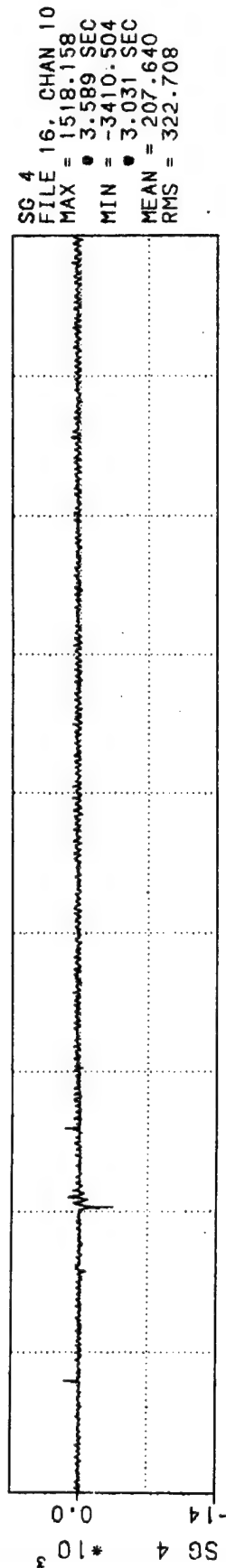
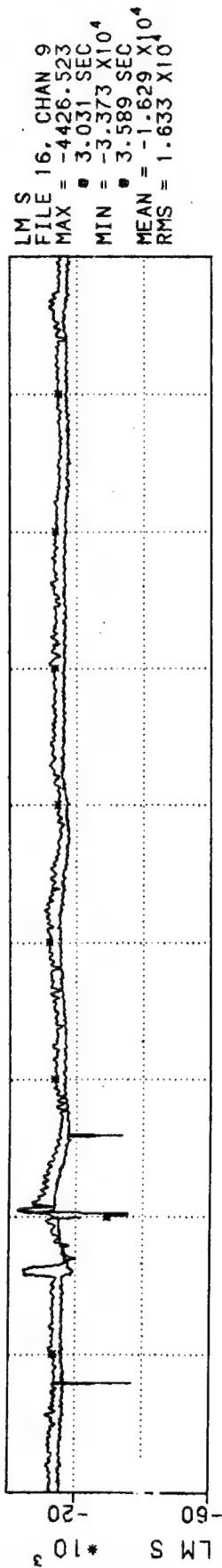
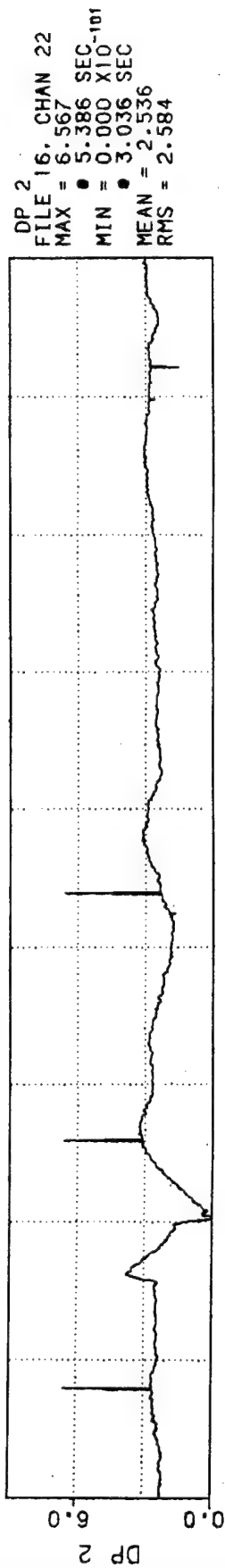
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



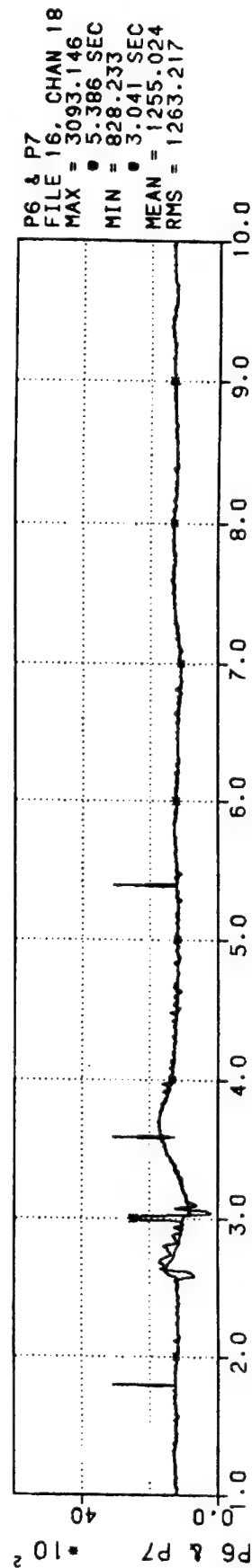
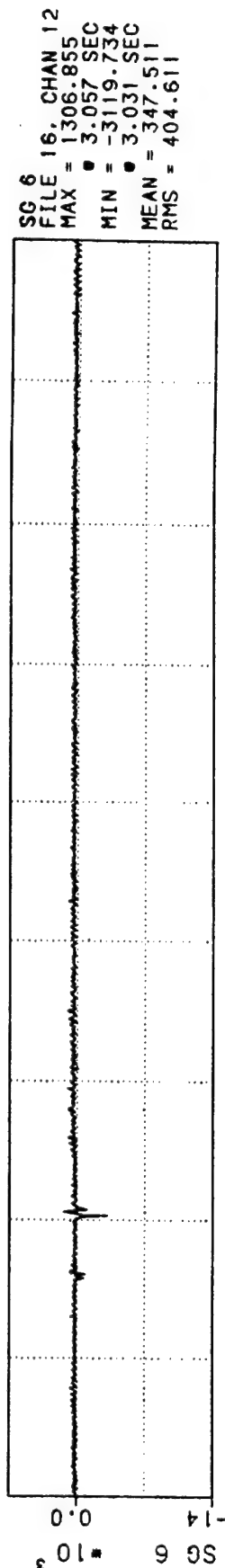
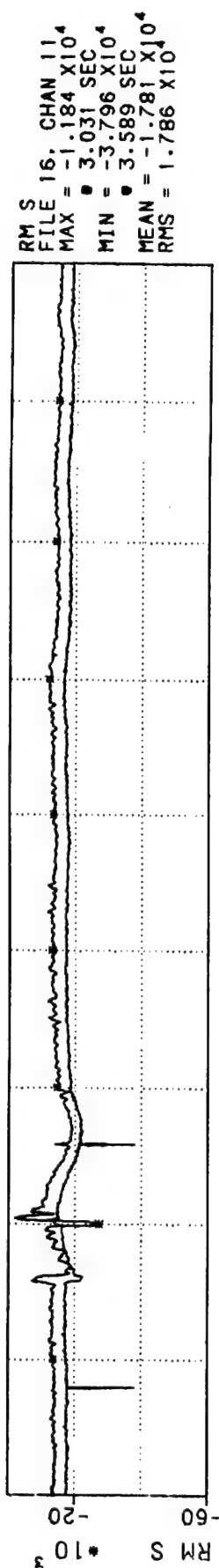
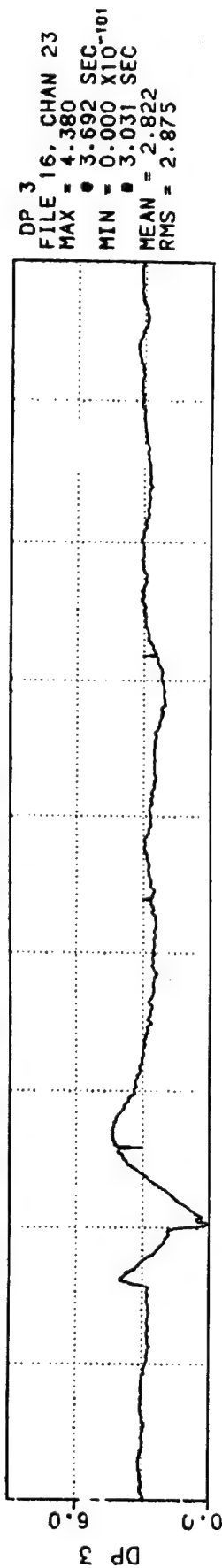
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 20 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 20 PAGE NO. 3

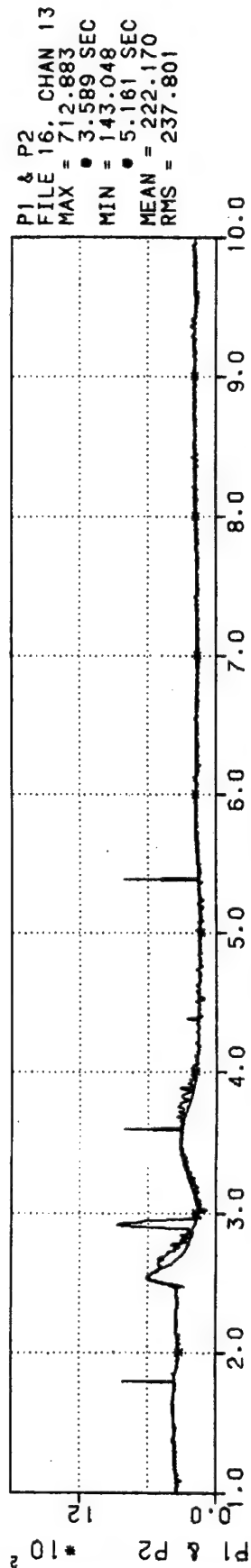
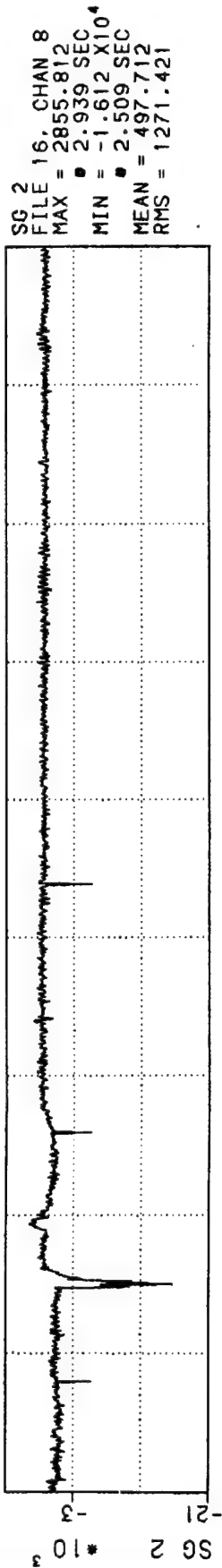
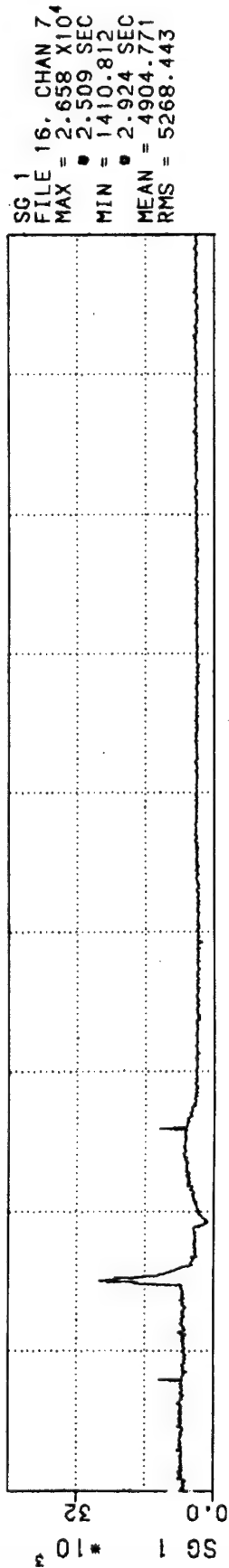
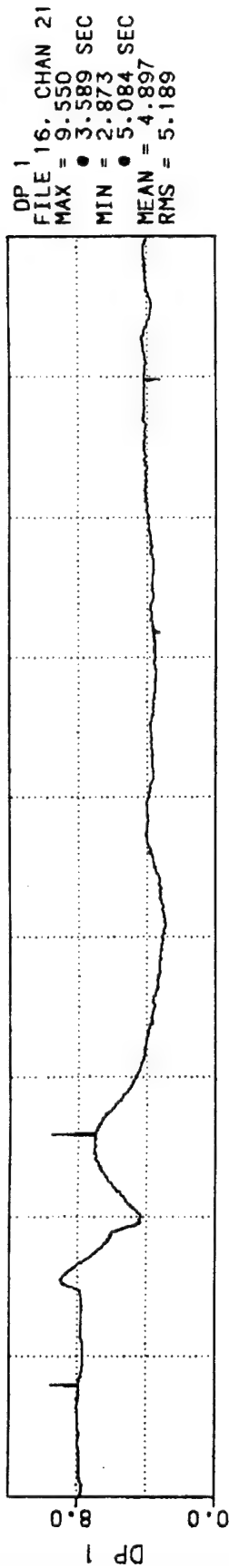
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 20
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



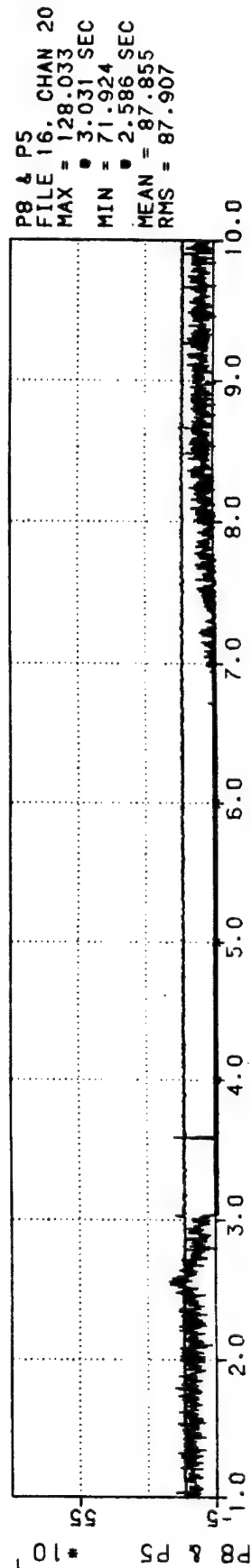
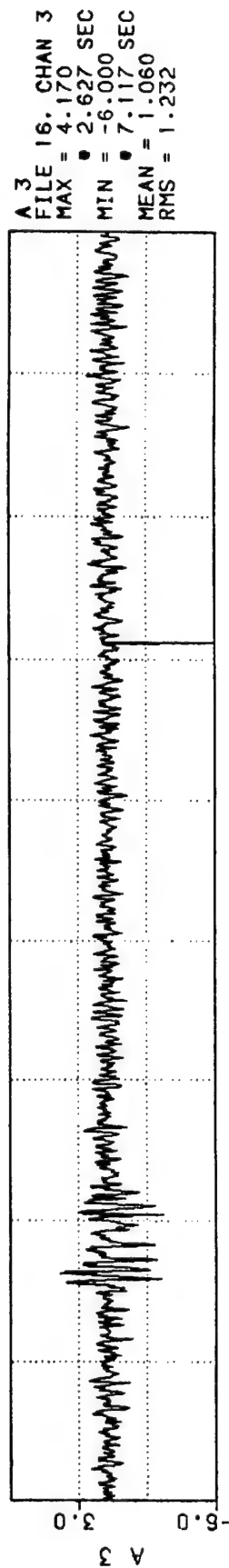
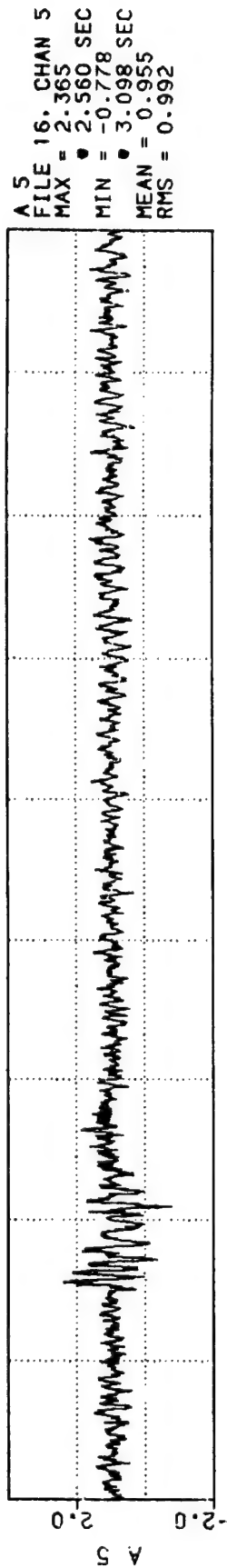
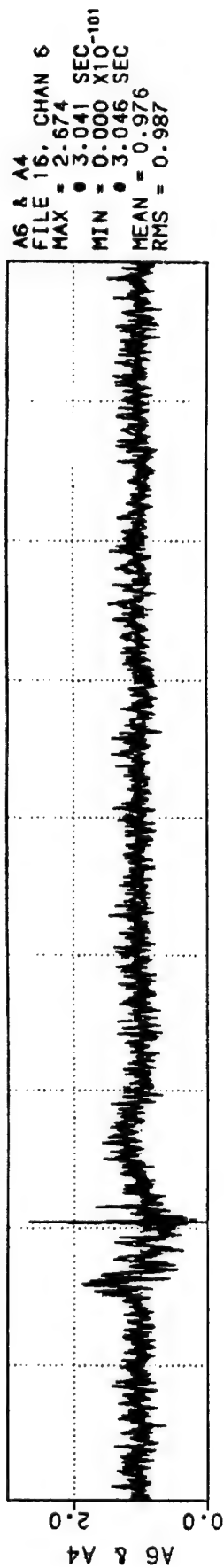
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 20 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

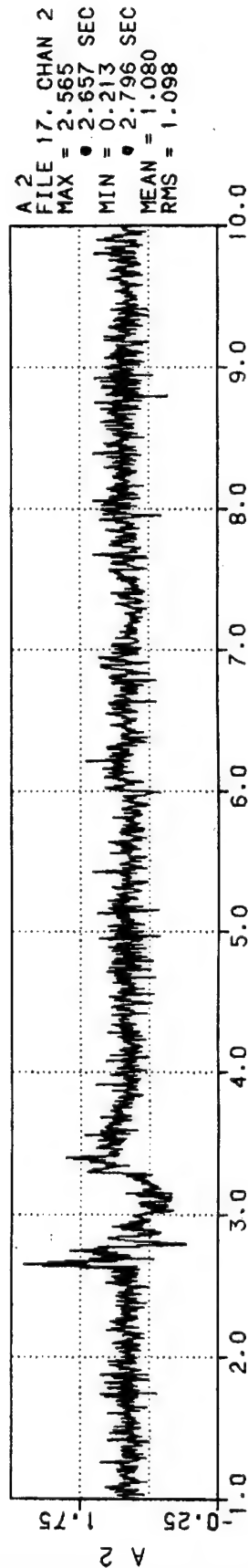
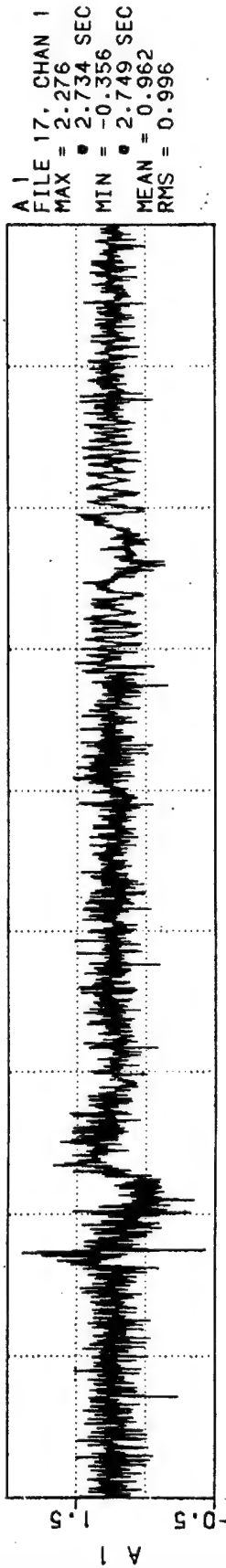
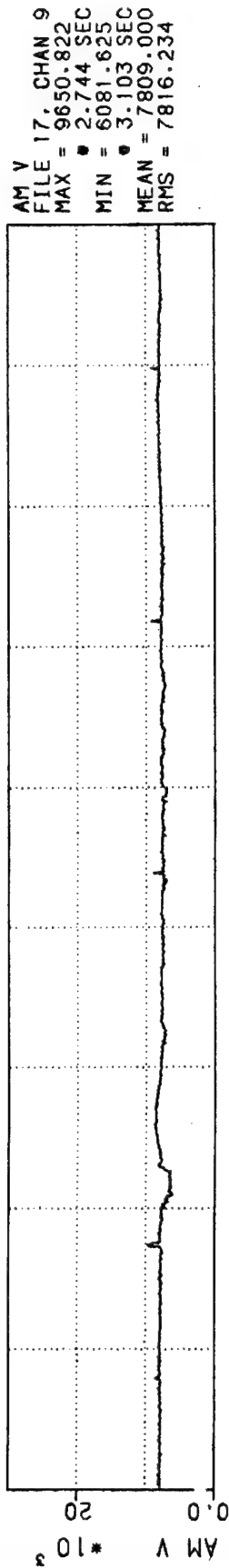
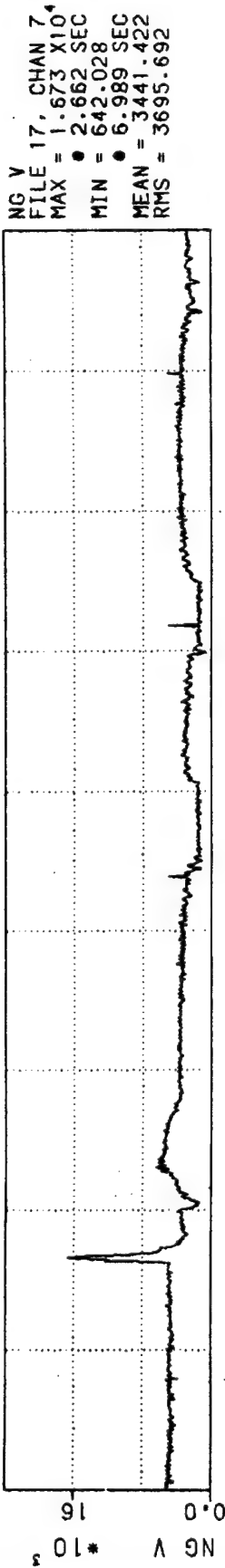
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 20
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



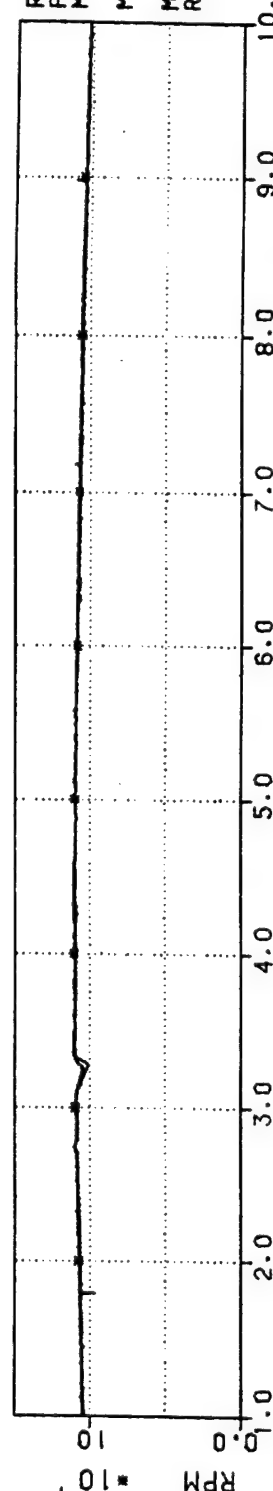
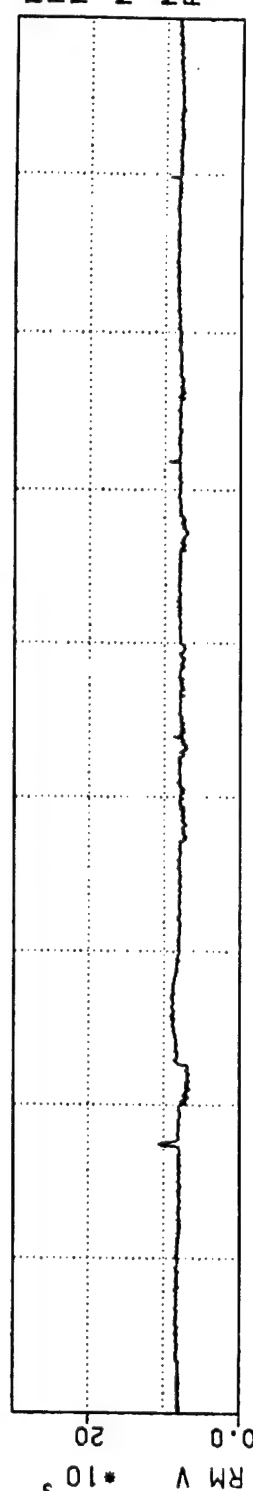
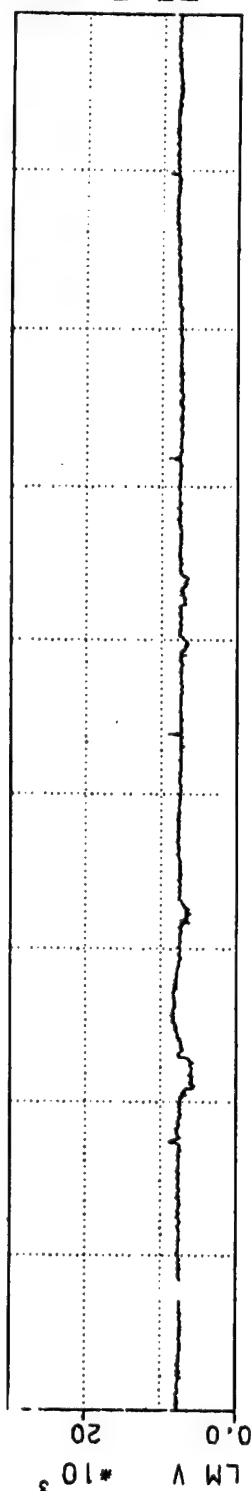
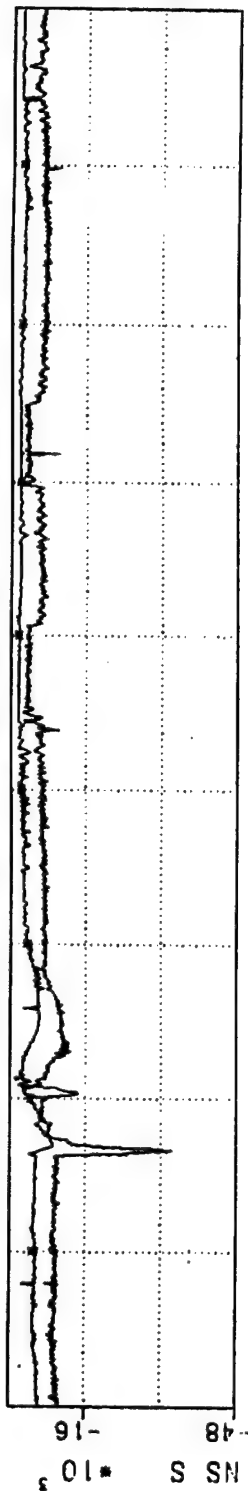
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



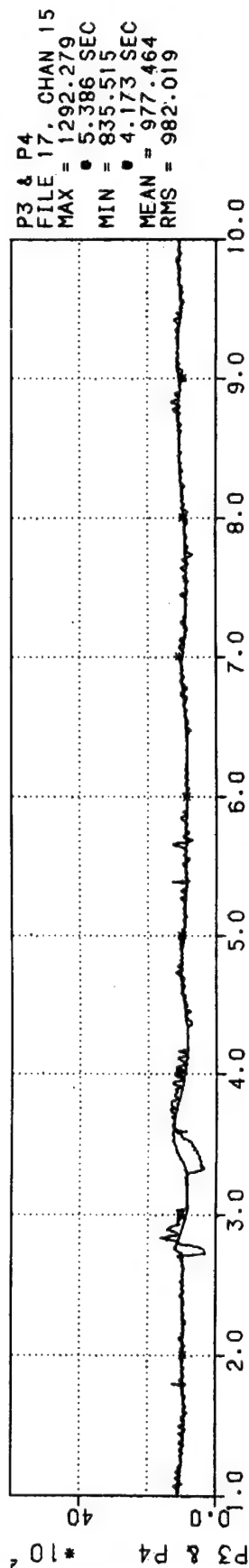
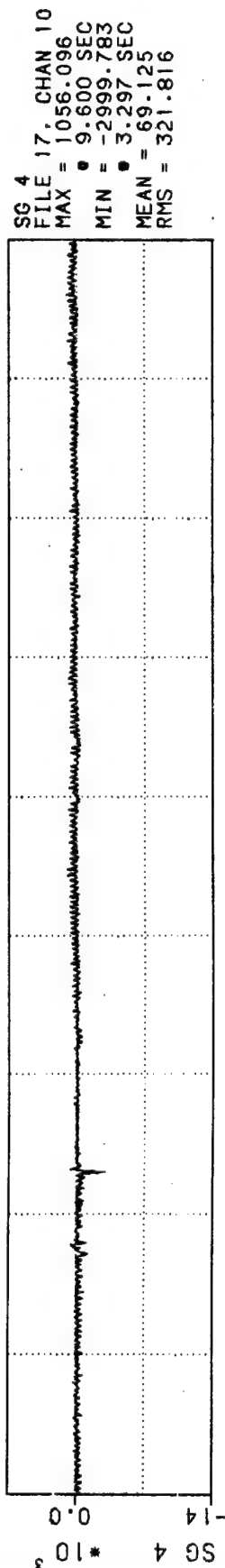
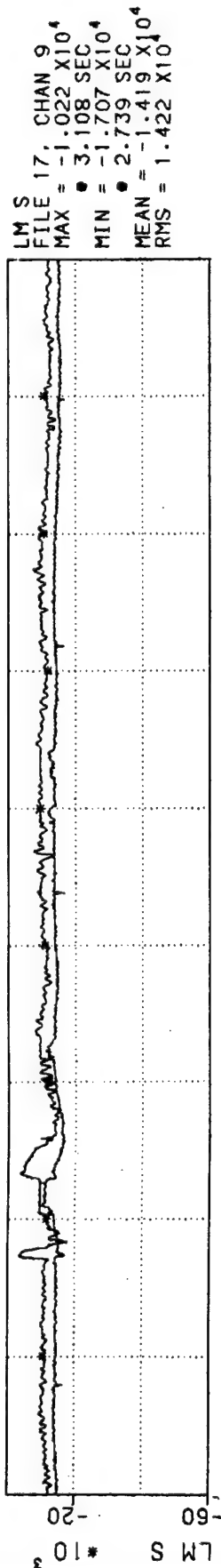
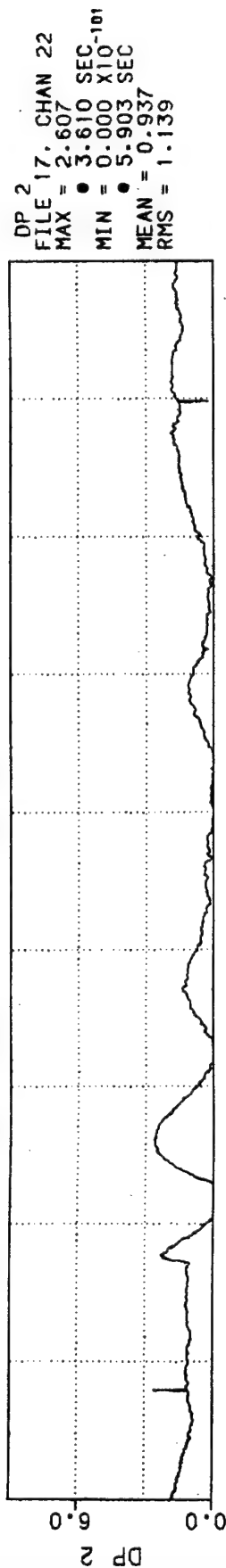
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



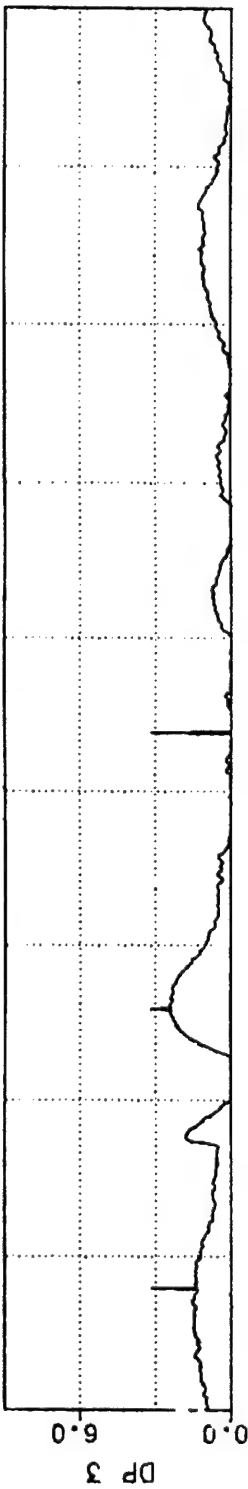
TIME - SECONDS

DELTA T (MSEC) = 5.120

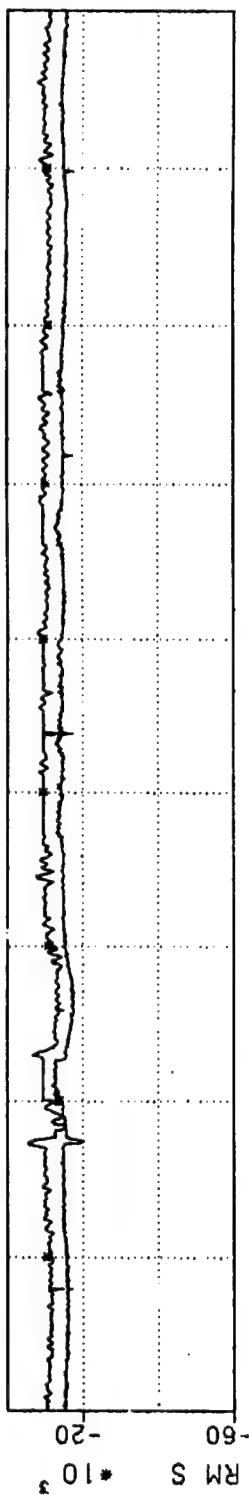
RUN NO. 21 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

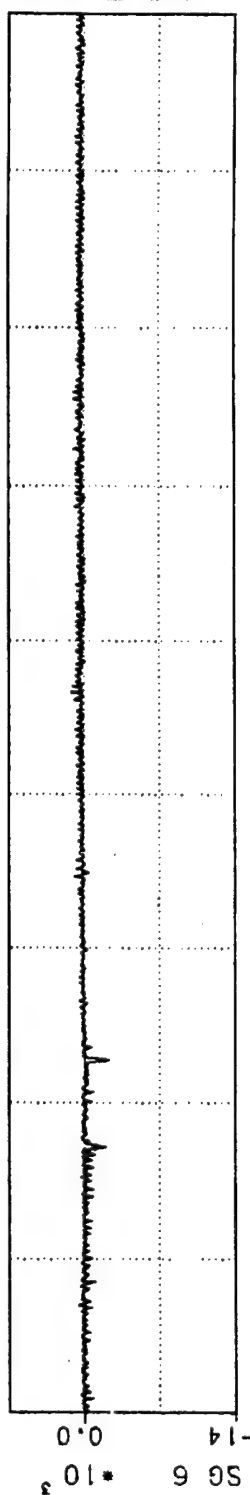
110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



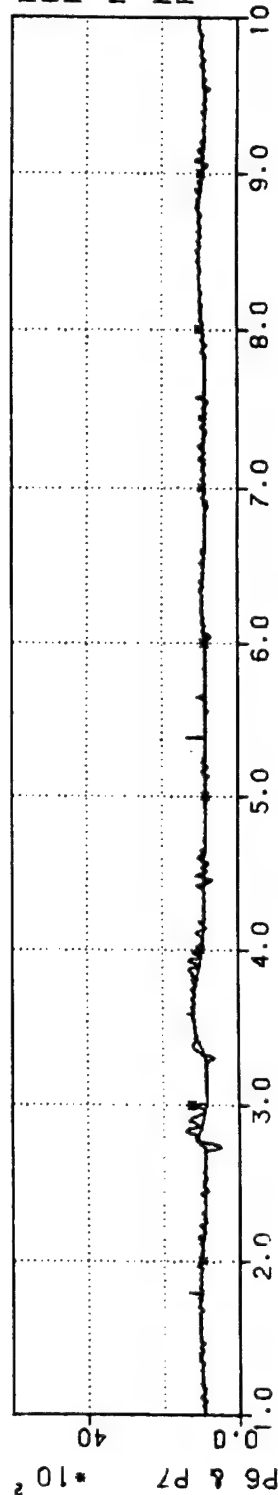
DP 3
FILE 17, CHAN 23
MAX = 3.125
MIN = 0.000 X10⁻¹⁰¹
MEAN = 0.647
RMS = 0.882



RM S
FILE 17, CHAN 11
MAX = -1.184 X10⁴
MIN = -2.021 X10⁴
MEAN = -1.497 X10⁴
RMS = 1.500 X10⁴



SG 6
FILE 17, CHAN 12
MAX = 1155.949
MIN = -2314.898
MEAN = 3.277 SEC
RMS = 349.914



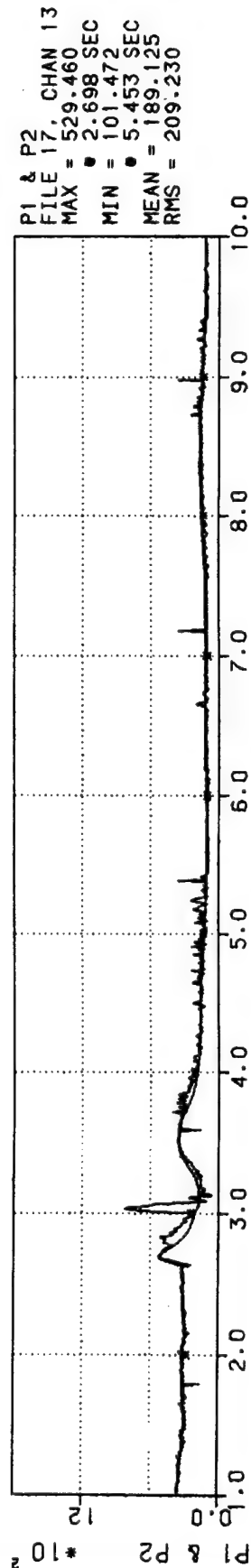
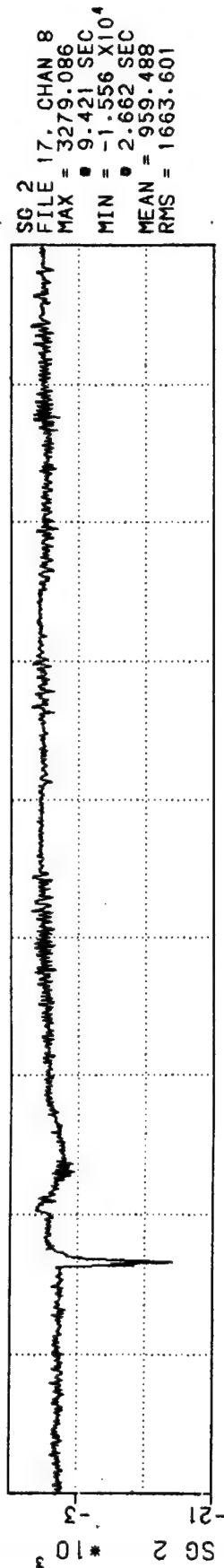
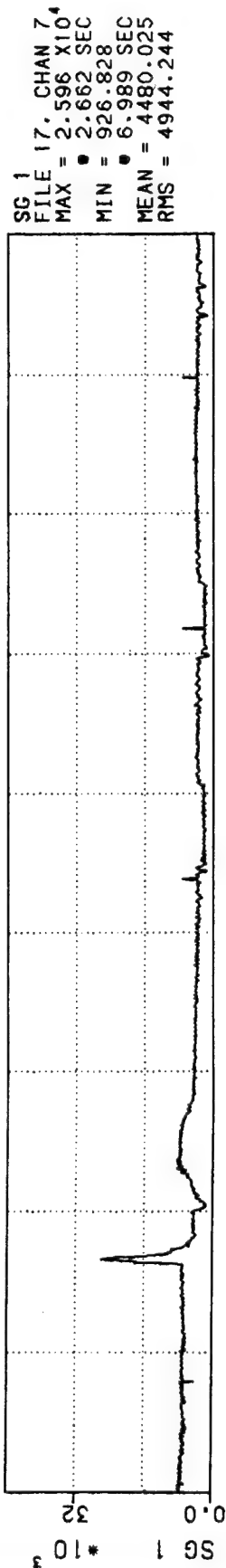
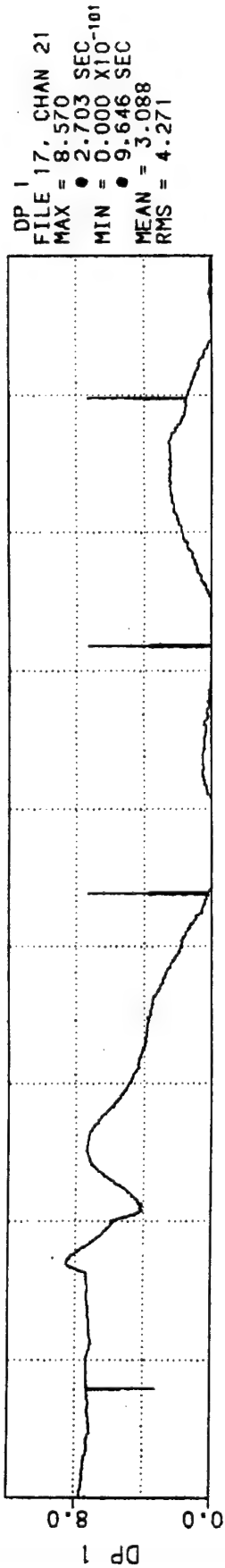
P6 & P7
FILE 17, CHAN 18
MAX = 1232.943
MIN = 845.300
MEAN = 937.537
RMS = 940.718

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 21 PAGE NO. 4

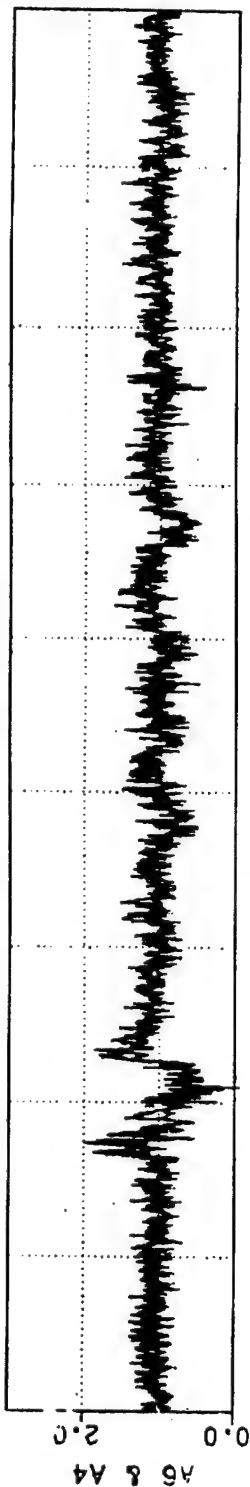
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 110 KNOTS : SINGLE BUMP : LIGHT WEIGHT



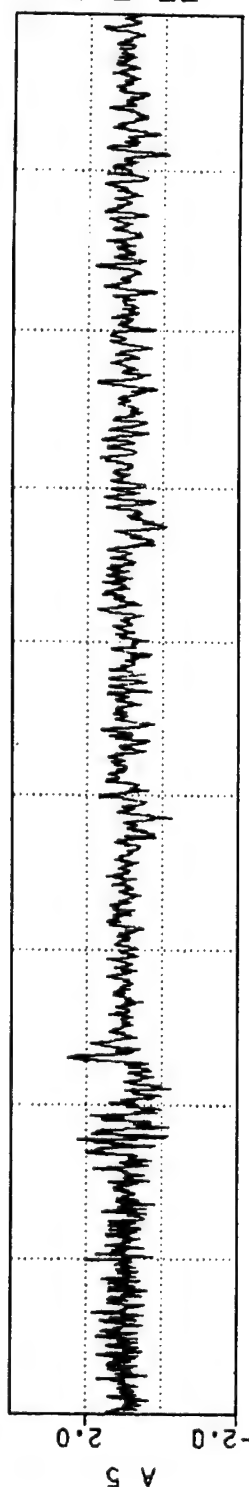
TIME - SECONDS
DELTA T (NSEC) = 5.120
RUN NO. 21 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

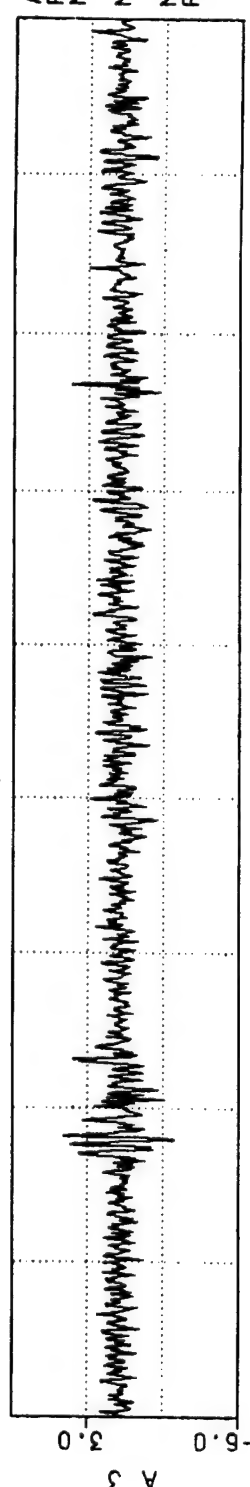
110 KNOTS - SINGLE BUMP - LIGHT WEIGHT



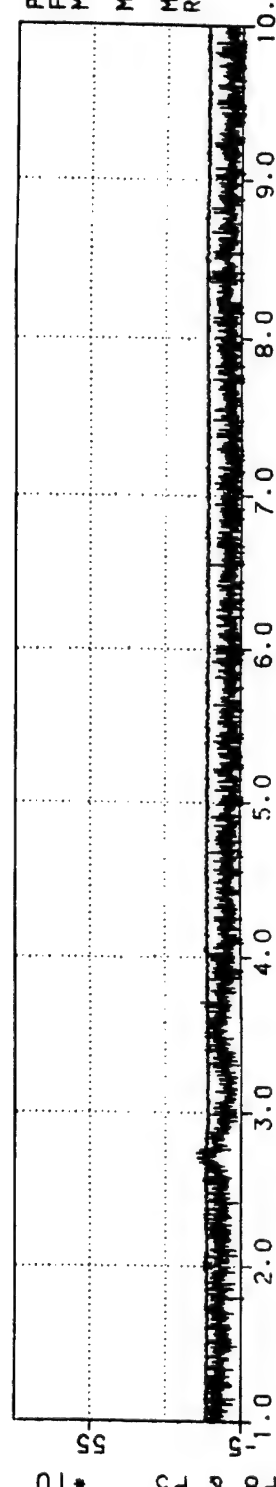
A6 & A4
FILE 17, CHAN 6
MAX = 1.976
MIN = 0.131
MEAN = 0.983
RMS = 0.998



A 5
FILE 17, CHAN 5
MAX = 2.510
MIN = -0.250
MEAN = 0.957
RMS = 1.015



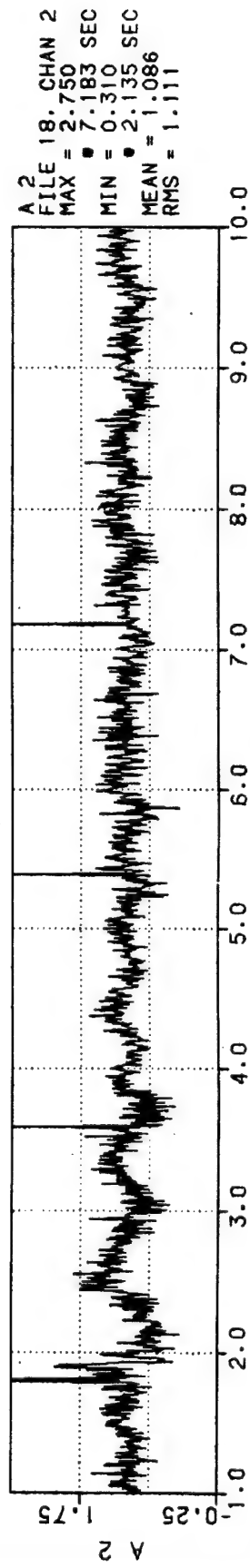
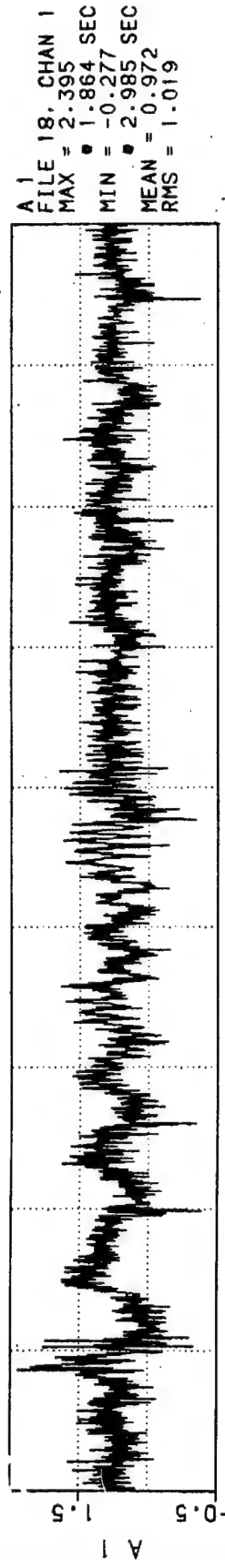
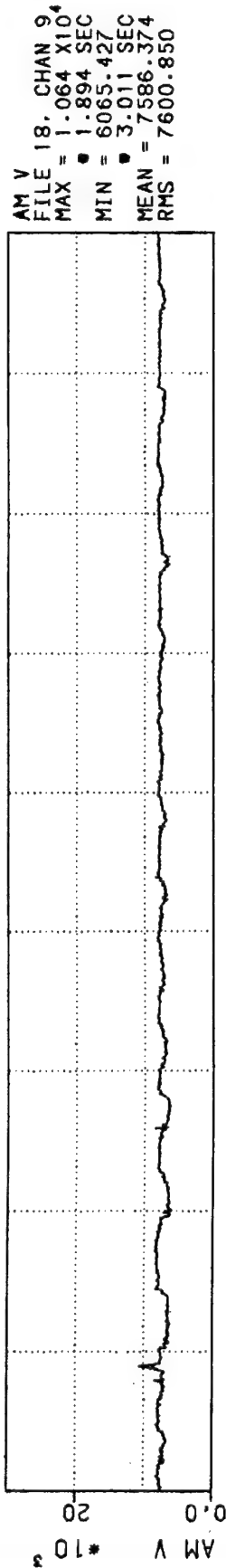
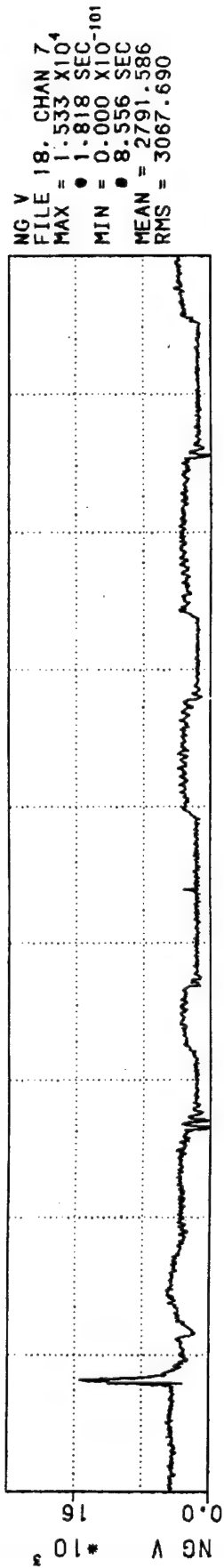
A 3
FILE 17, CHAN 3
MAX = 4.407
MIN = -2.251
MEAN = 1.069
RMS = 1.274



P8 & P5
FILE 17, CHAN 20
MAX = 98.759
MIN = 71.924
MEAN = 83.113
RMS = 83.183

DELTA T (MSEC) = 5.120
RUN NO. 21 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



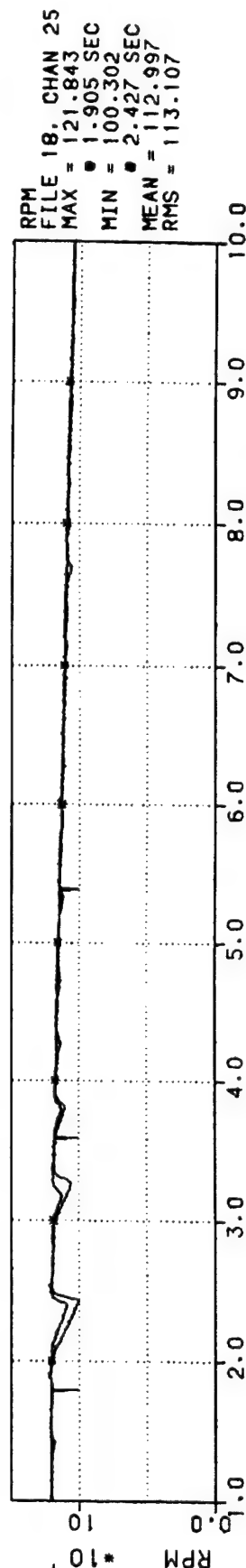
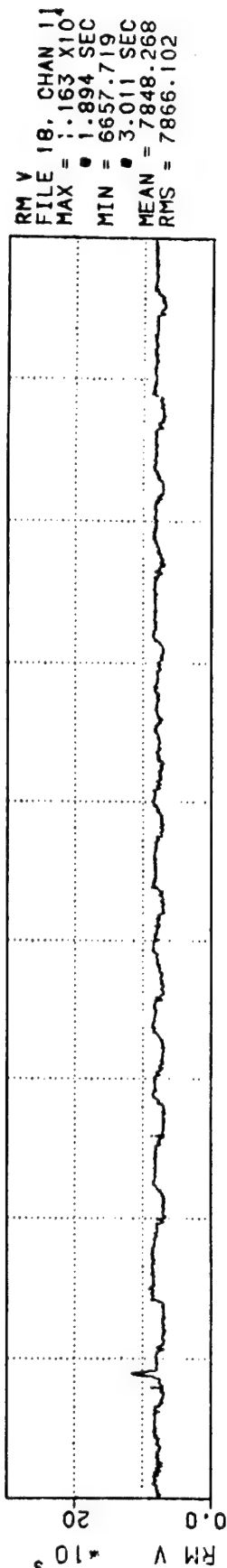
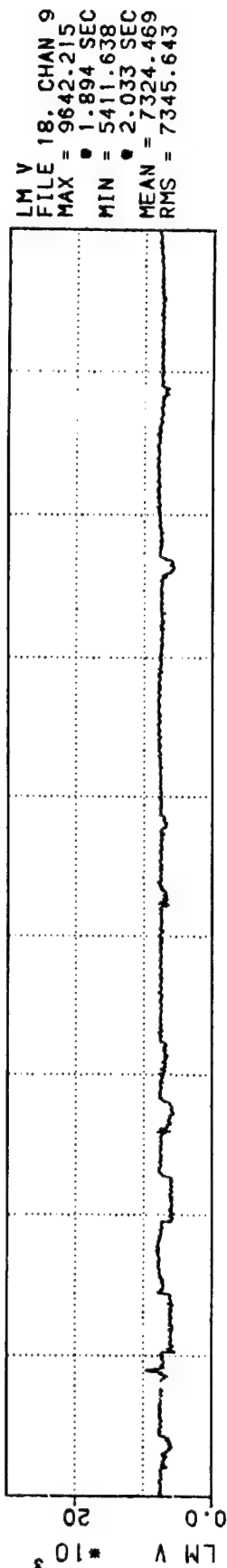
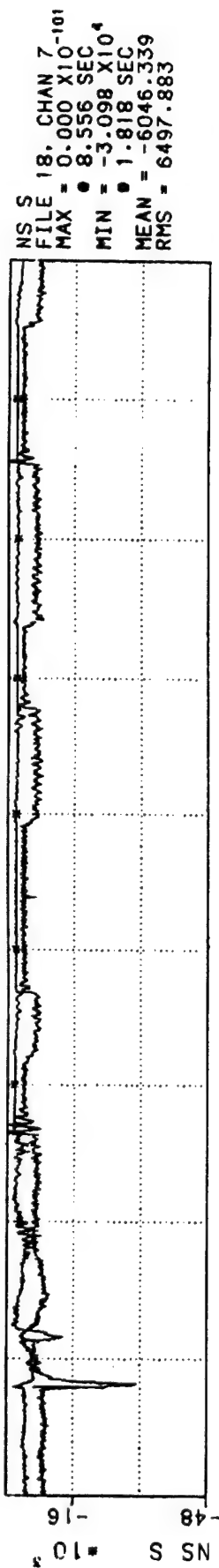
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 22 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

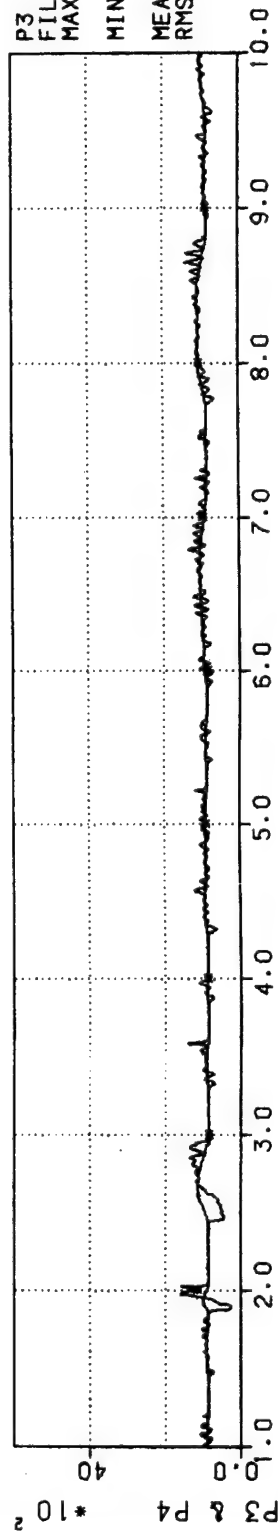
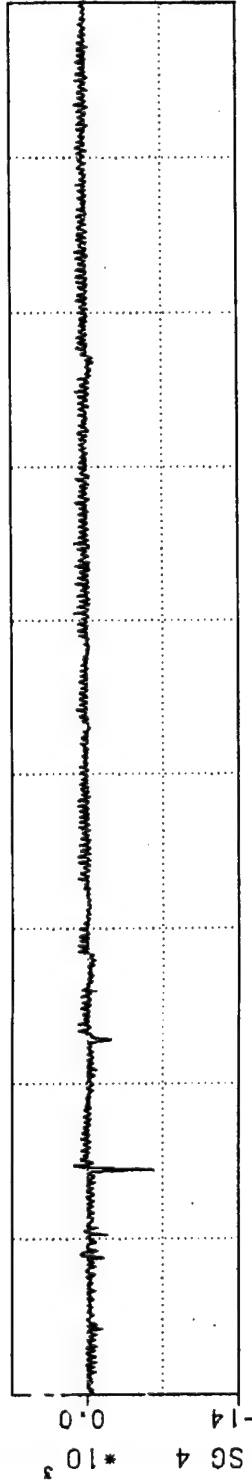
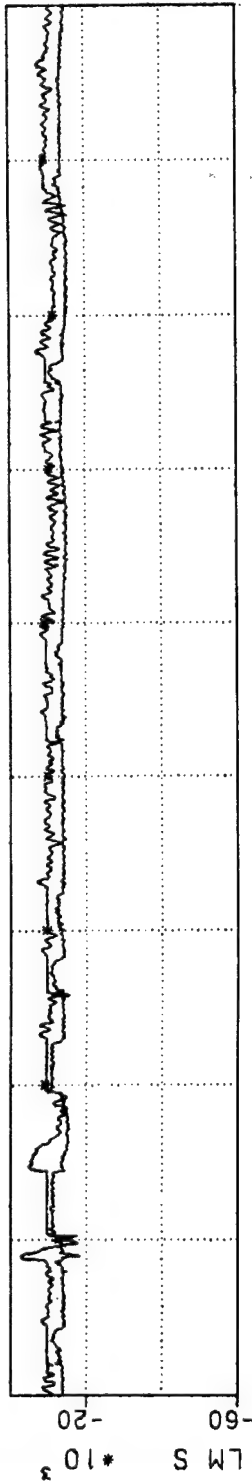
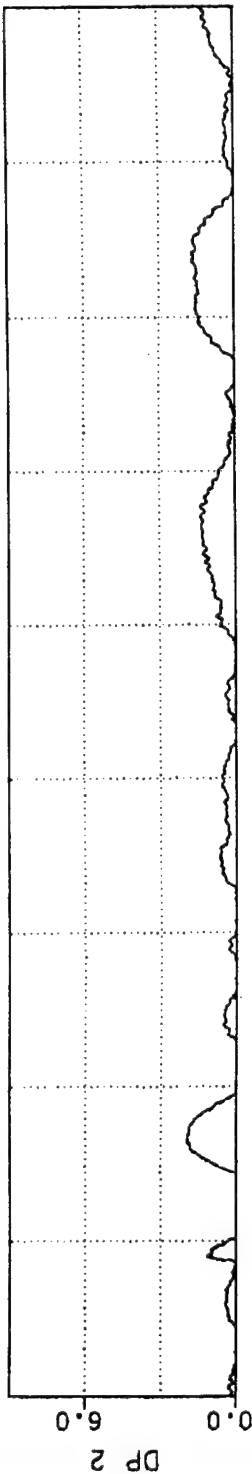
120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 22
PAGE NO. 2
DELTA T (MSEC) = 5.120

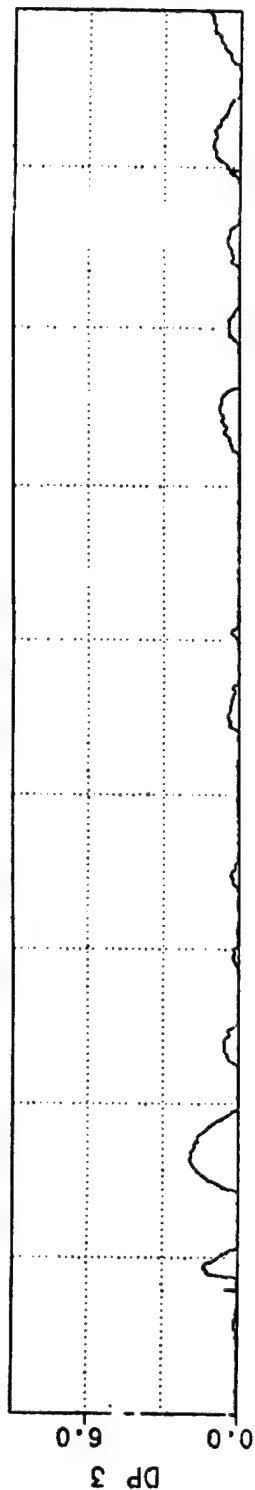
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

120 KNOTS : SINGLE BUMP : LIGHT WEIGHT

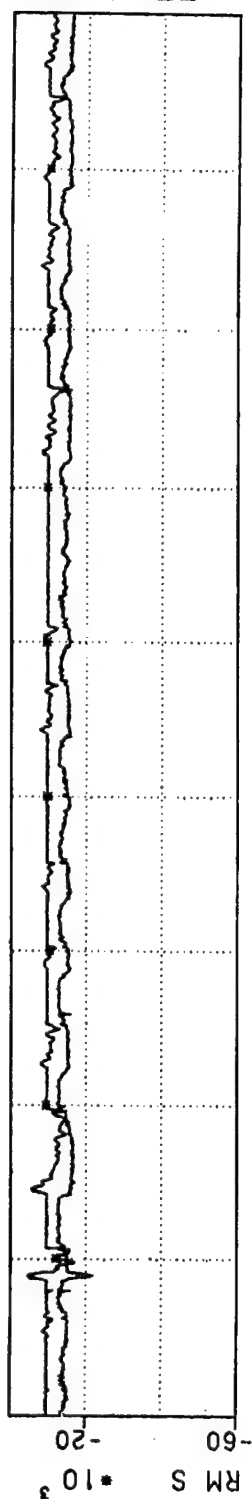


TIME - SECONDS
 DELTA T (MSEC) = 5.120
 RUN NO. 22 PAGE NO. 3

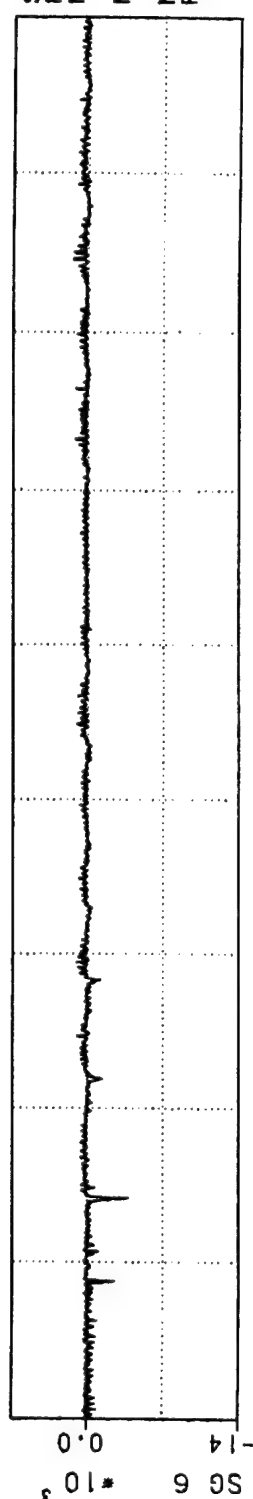
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



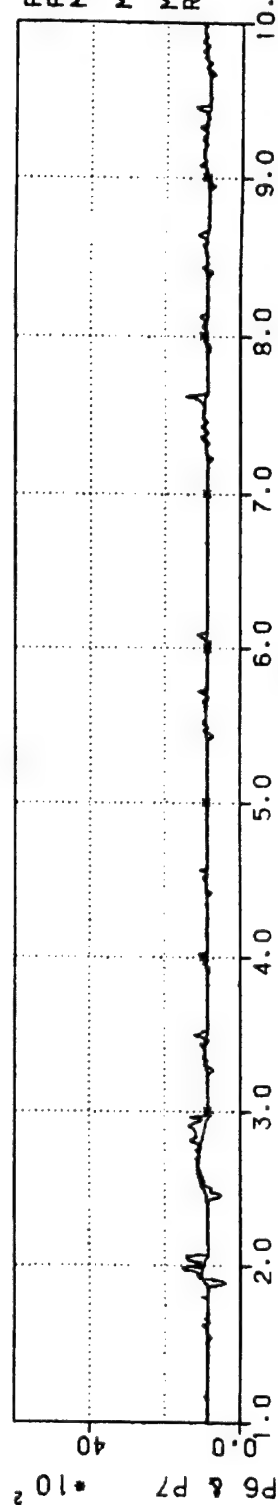
DP 3
FILE 18, CHAN 23
MAX = 1.934
MIN = 2.647 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 8.719 SEC
RMS = 0.249
RMS = 0.476



RM S
FILE 18, CHAN 11
MAX = -1.215 X10⁴
MIN = 3.011 SEC
MEAN = -2.193 X10⁴
RMS = 1.894 SEC
RMS = -1.443 X10⁴
RMS = 1.447 X10⁴



SG 6
FILE 18, CHAN 12
MAX = 1407.461
MIN = 8.458 SEC
MEAN = -3874.266
RMS = 2.417 SEC
RMS = 163.040
RMS = 362.781



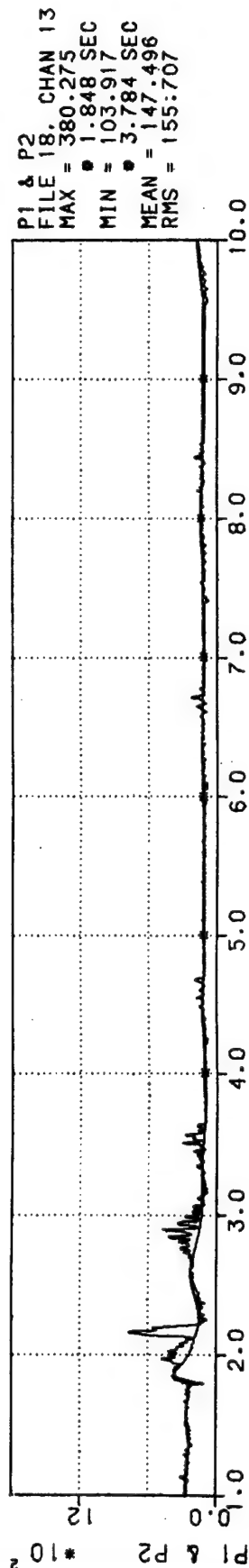
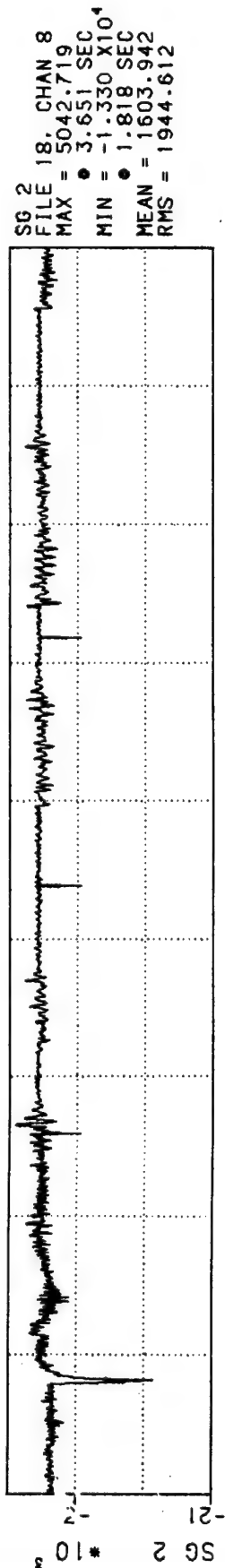
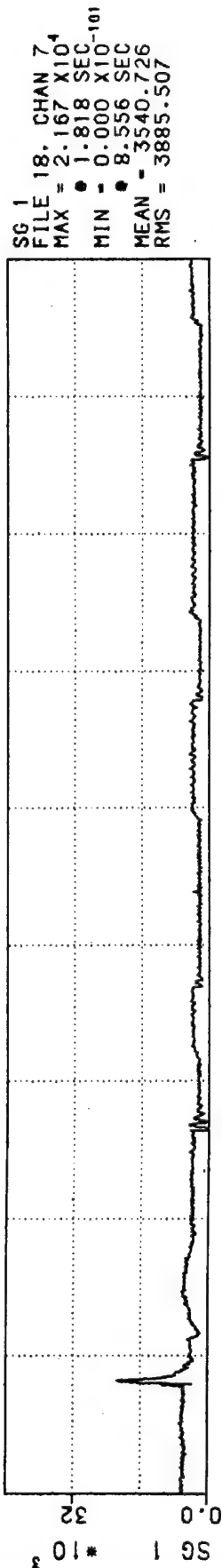
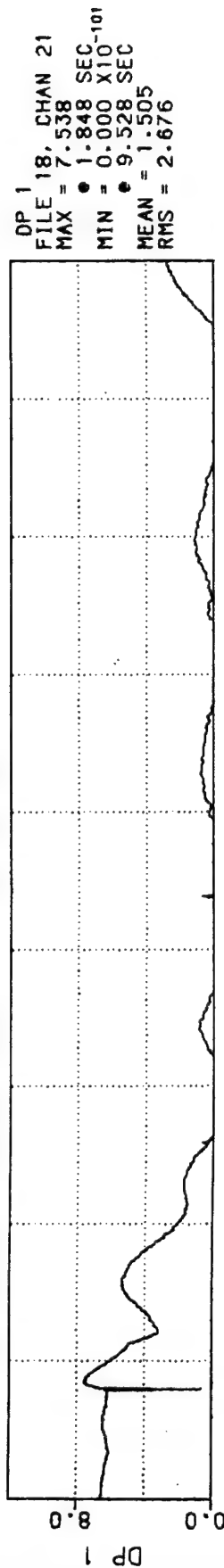
P6 & P7
FILE 18, CHAN 18
MAX = 1135.423
MIN = 2.637 SEC
MEAN = 833.109
RMS = 2.964 SEC
RMS = 898.147
RMS = 899.557

TIME - SECONDS

RUN NO. 22 PAGE NO. 4 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



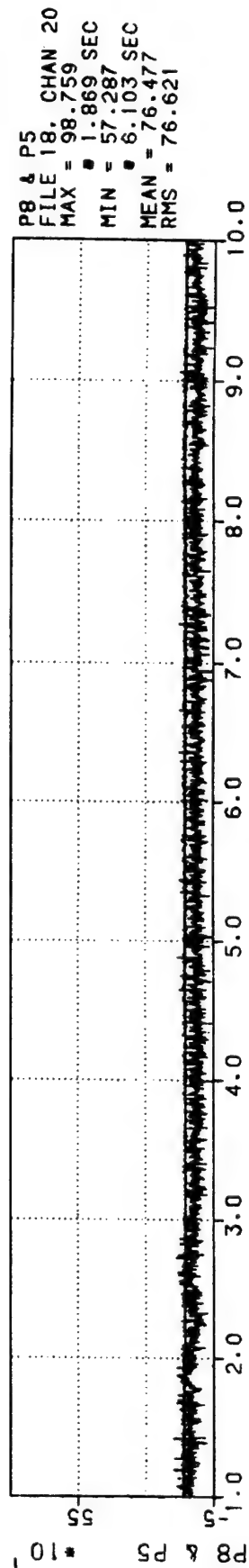
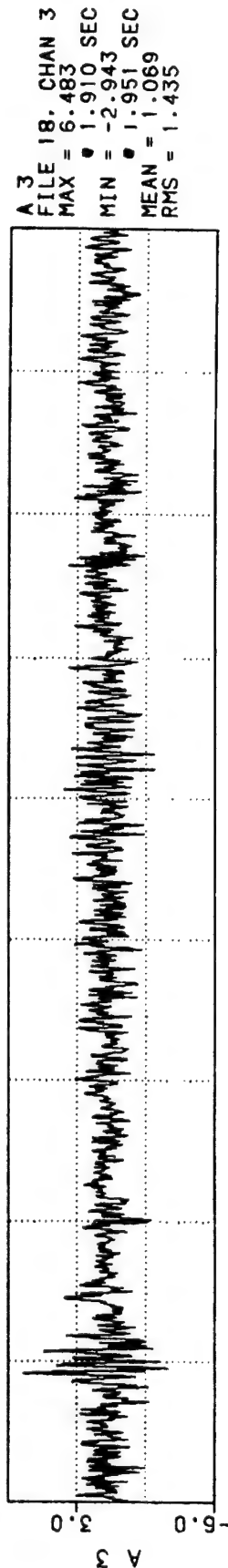
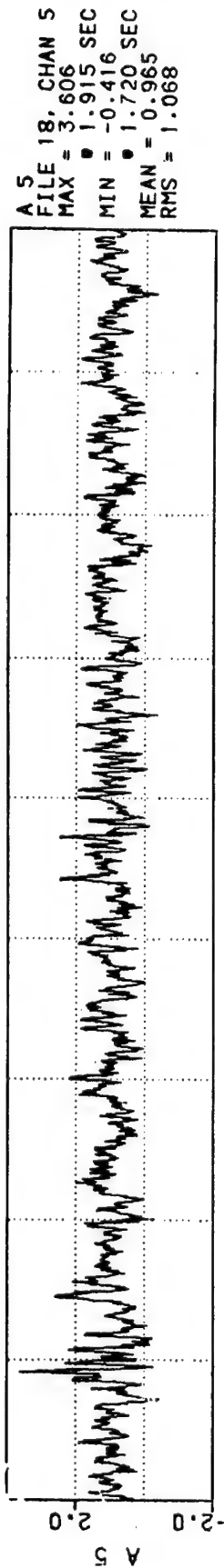
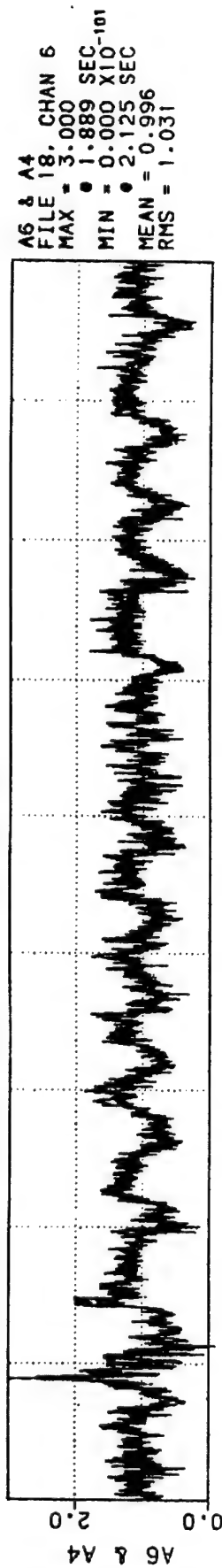
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 22 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

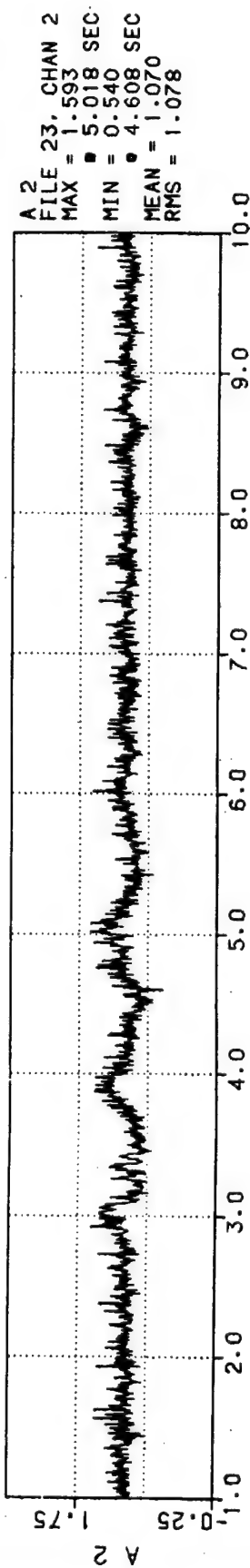
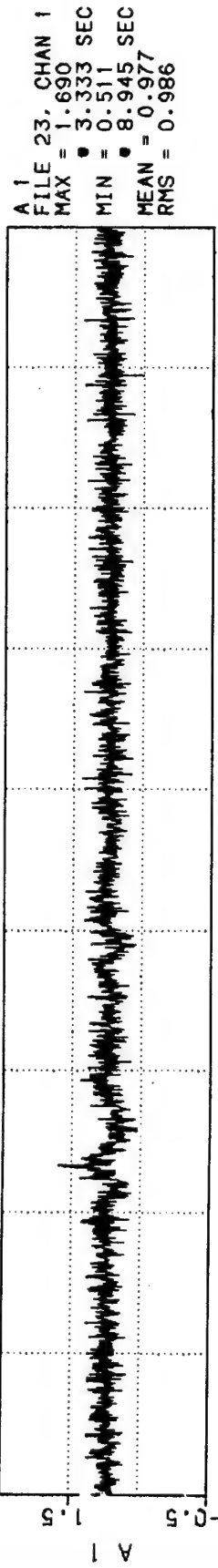
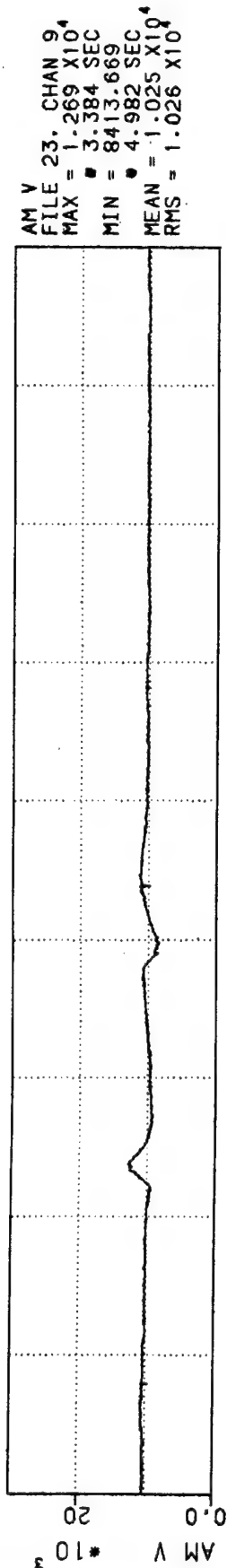
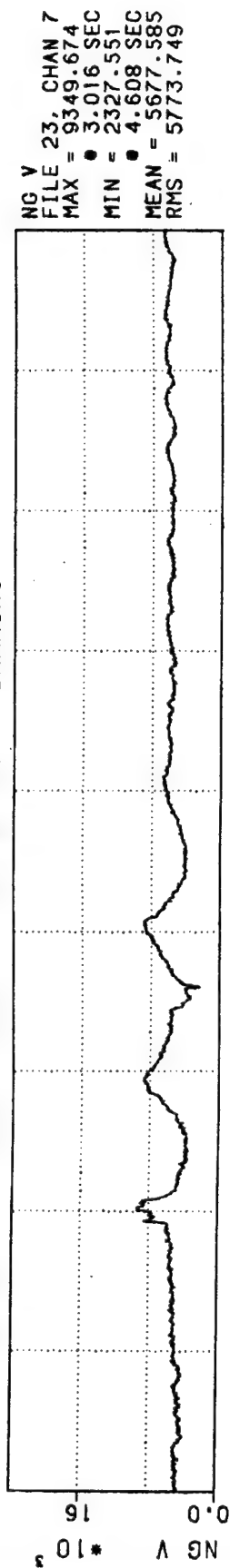
120 KNOTS : SINGLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 22
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



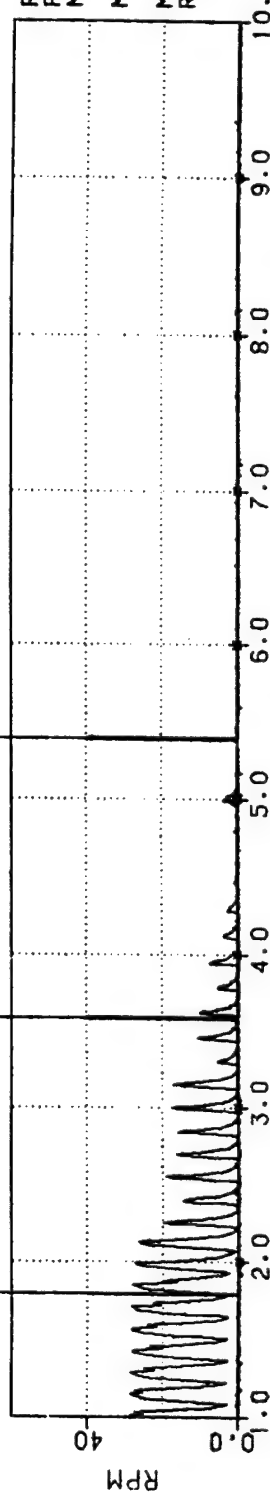
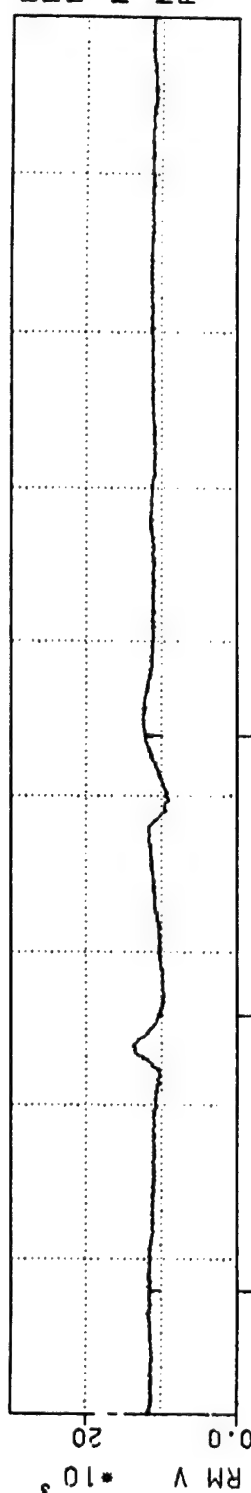
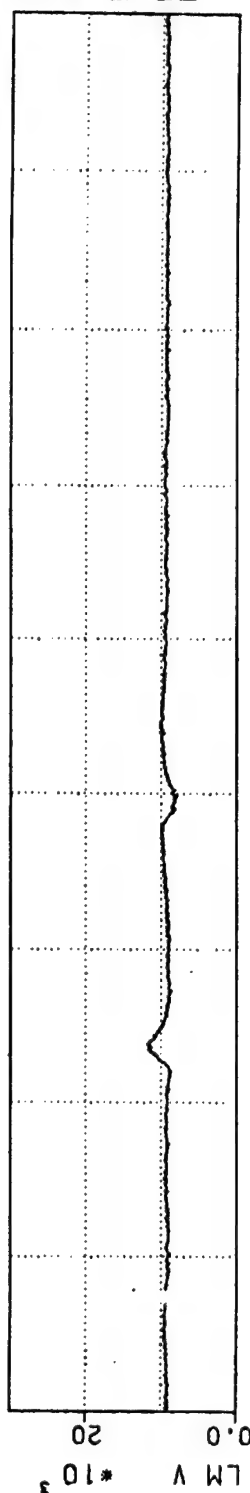
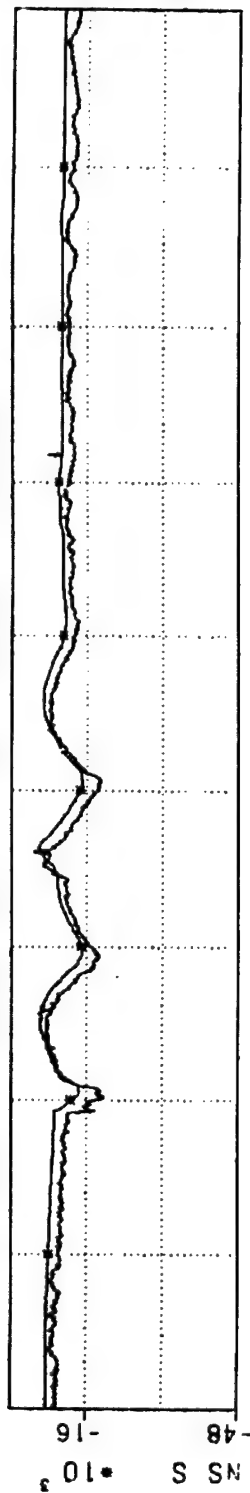
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 23 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

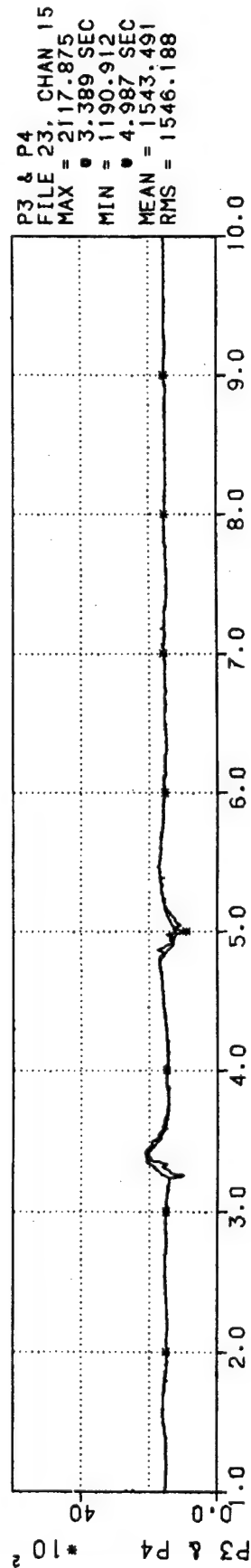
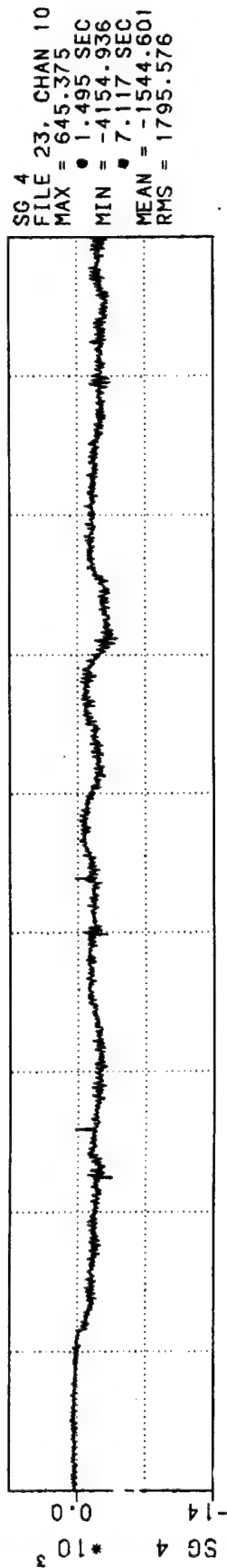
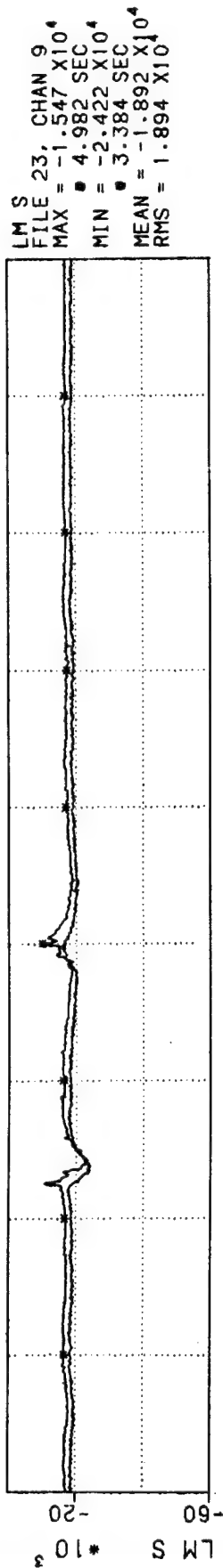
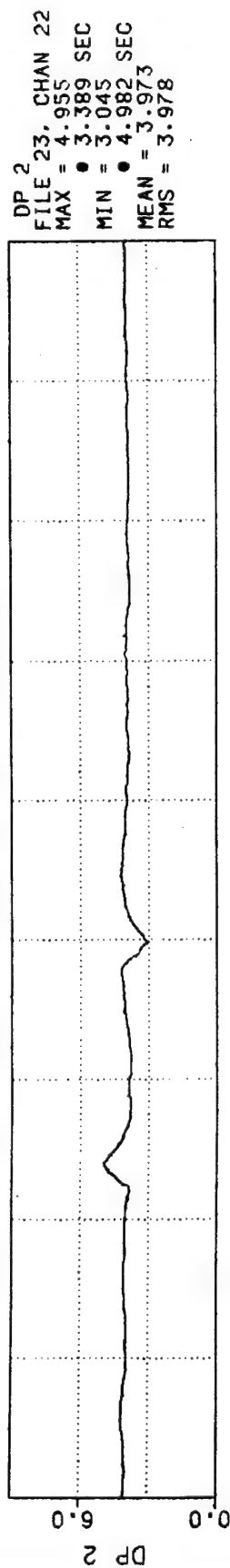


TIME - SECONDS

DELTA T (MSEC) = 5.120

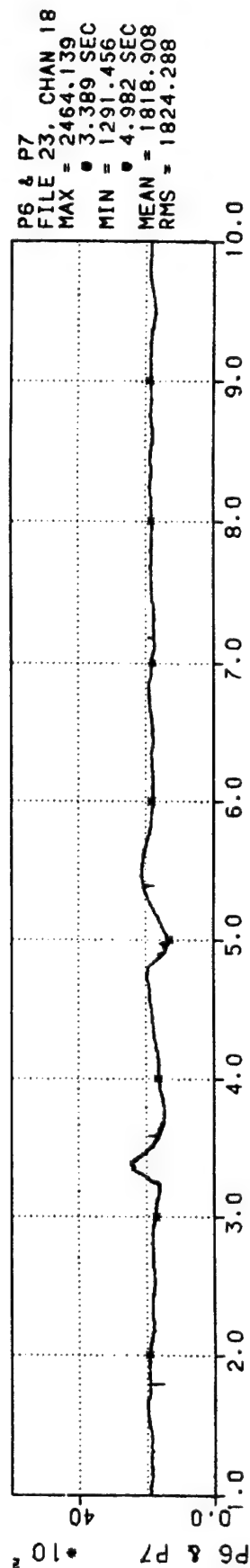
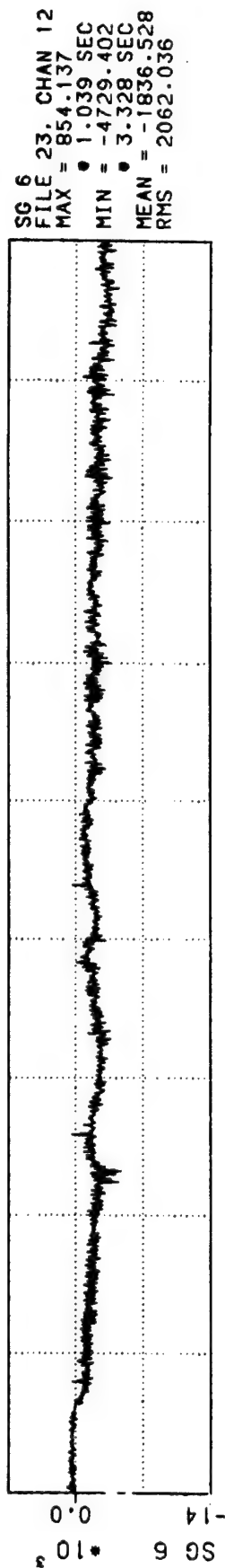
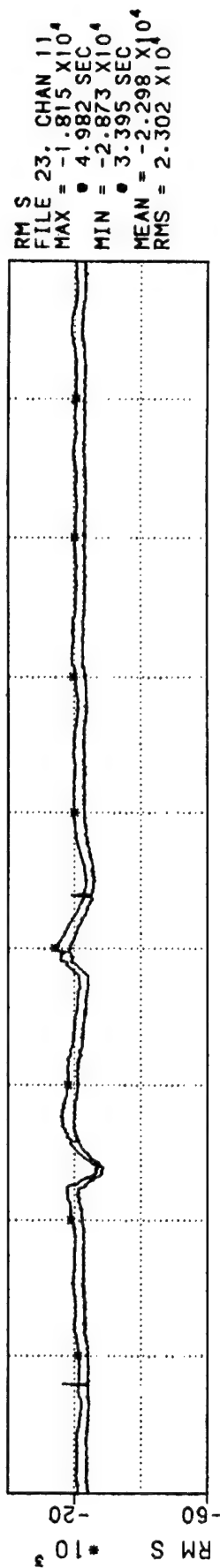
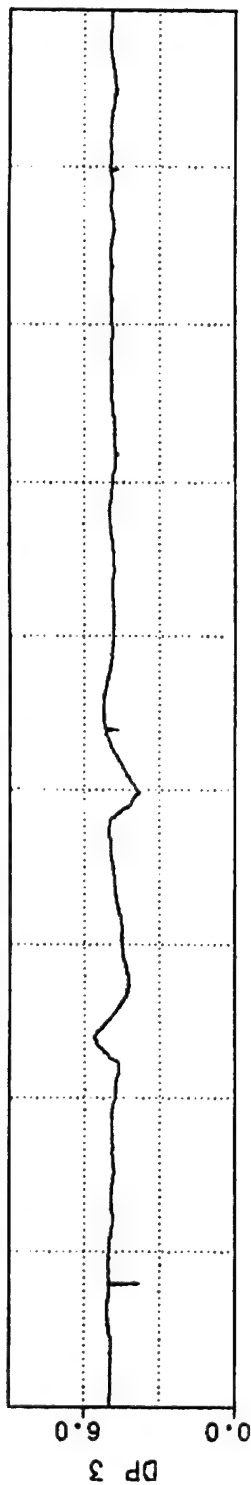
RUN NO. 23 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 23 PAGE NO. 3

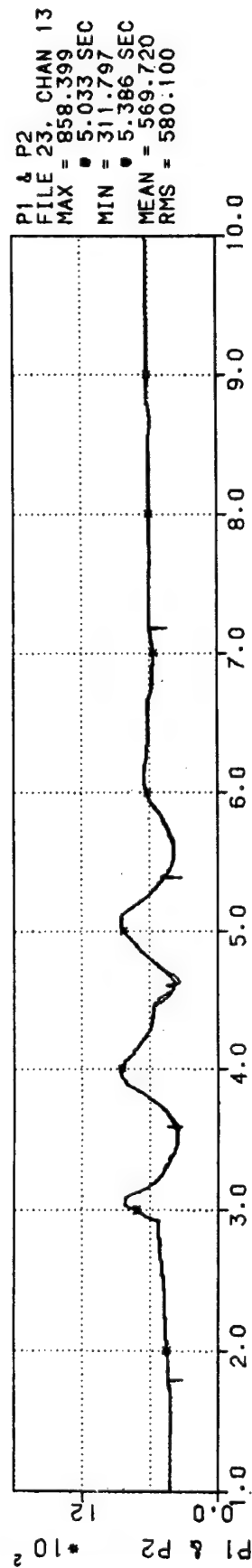
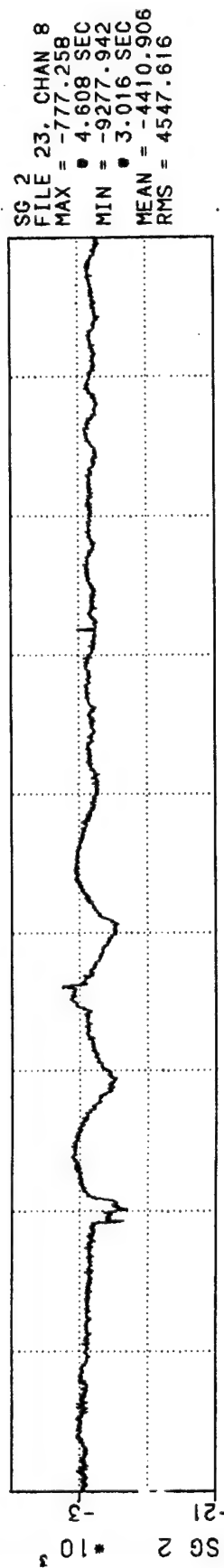
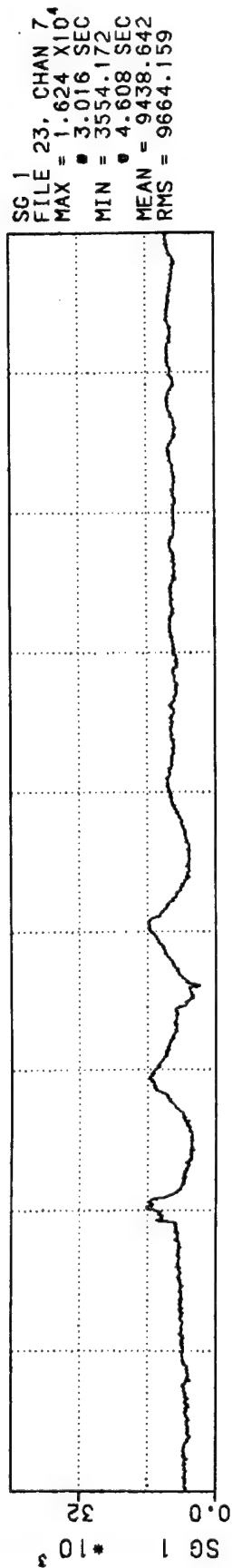
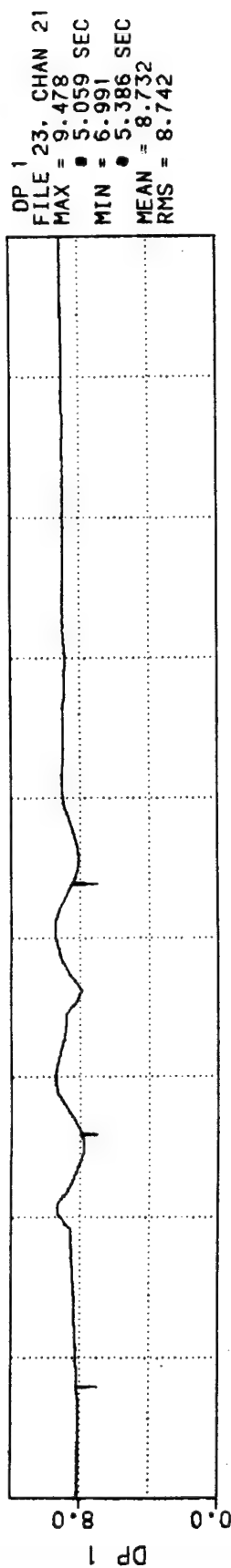
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 23
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

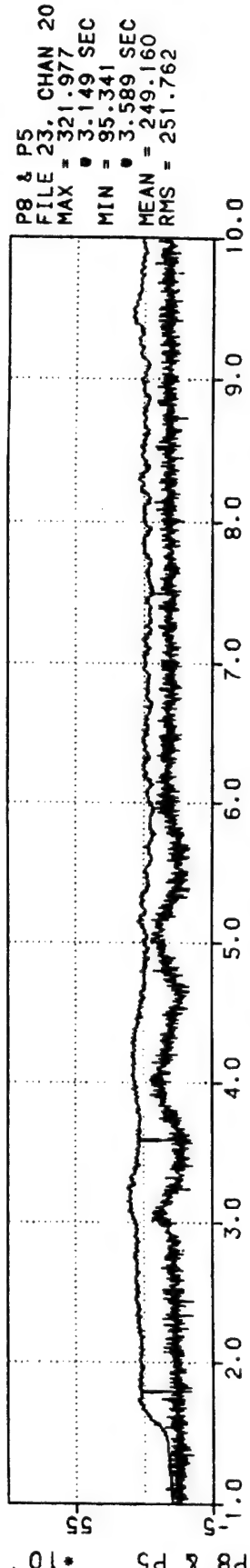
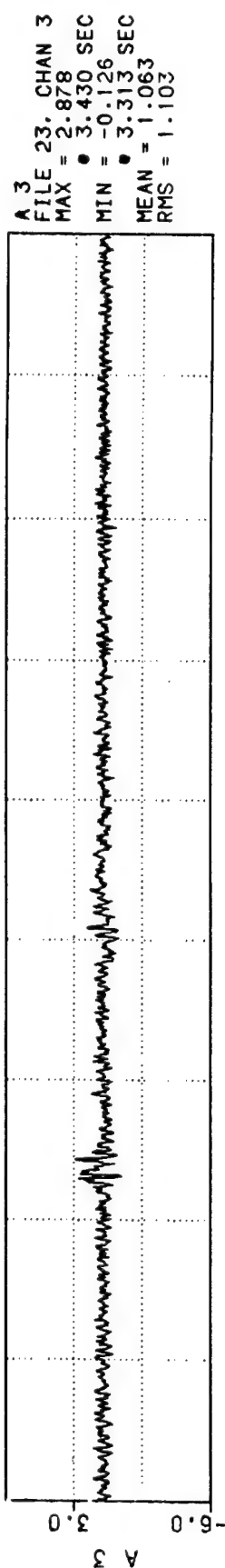
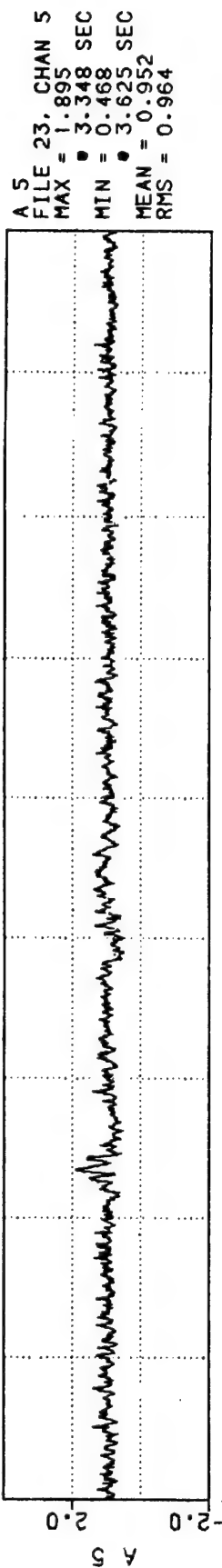
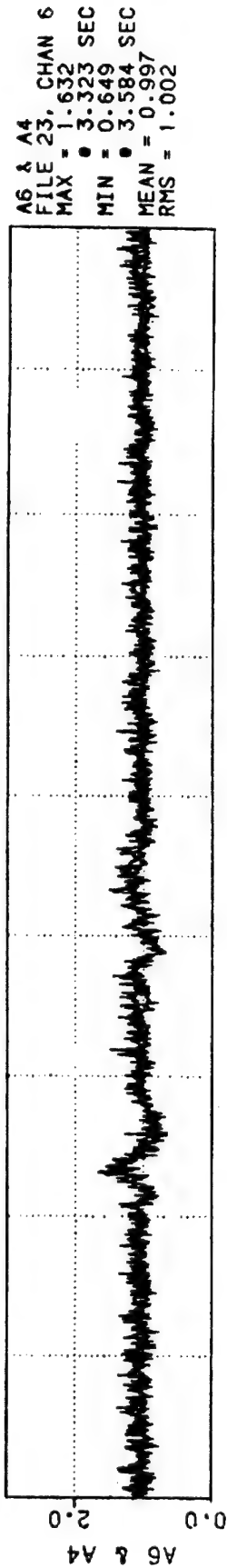
20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 23 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

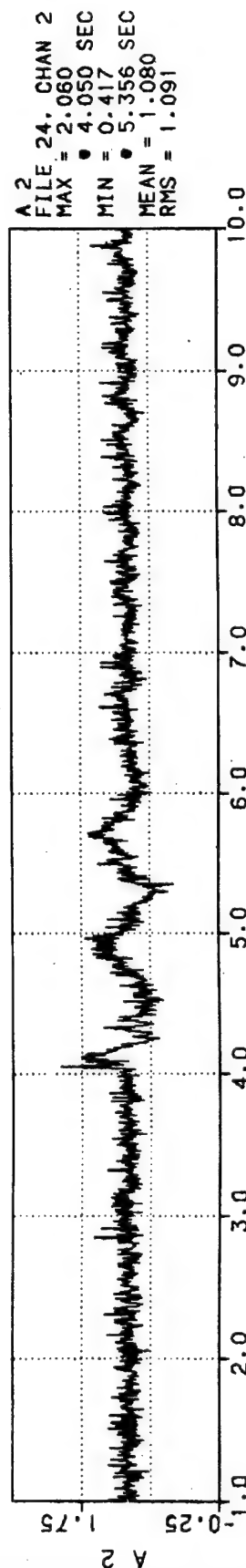
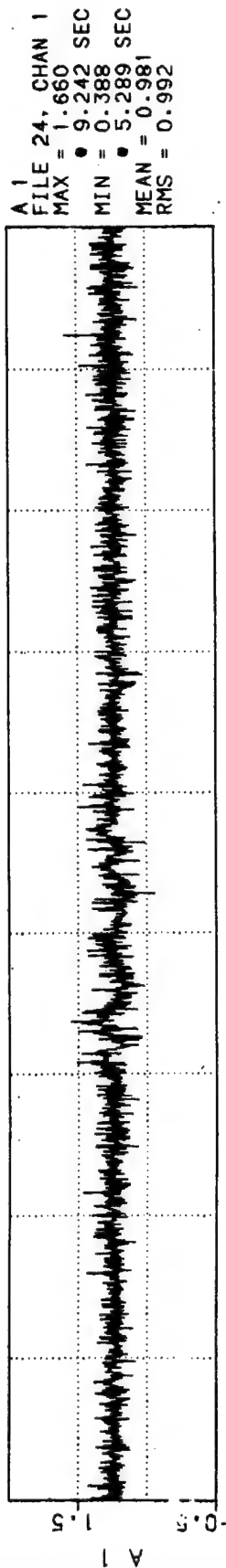
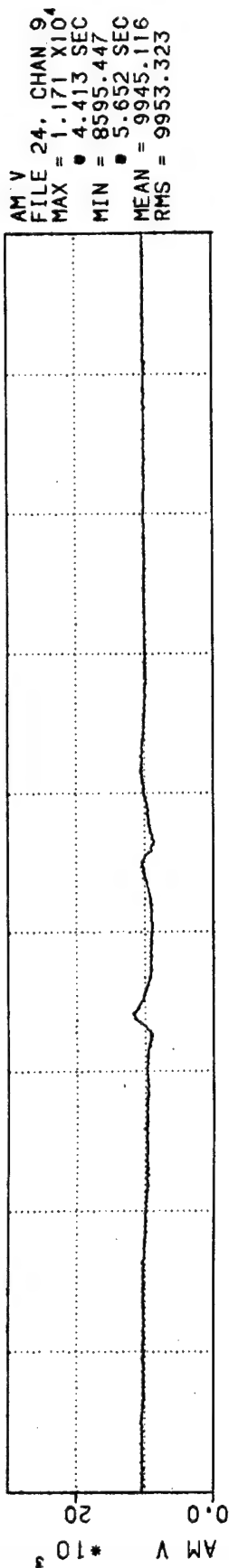
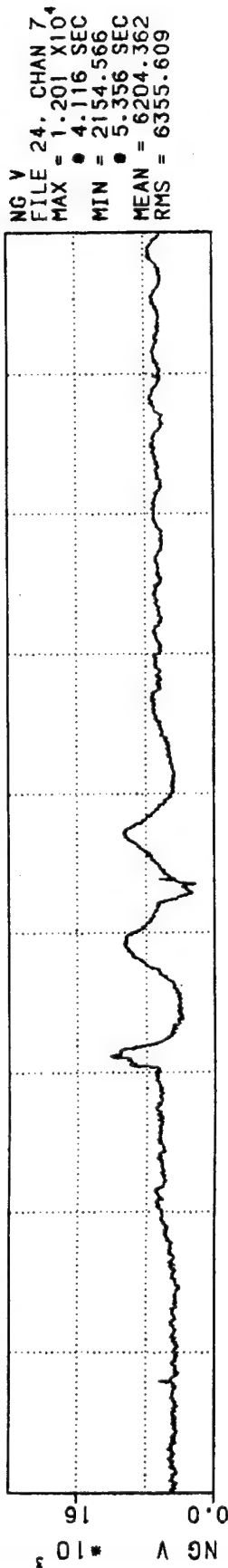
20 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 23
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



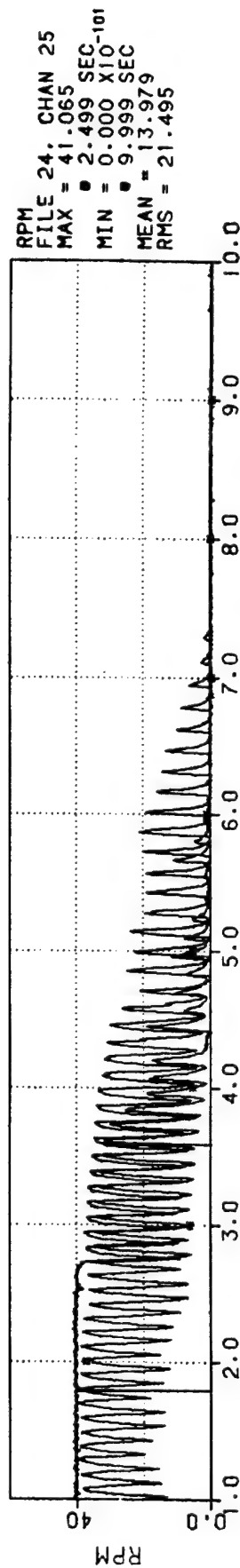
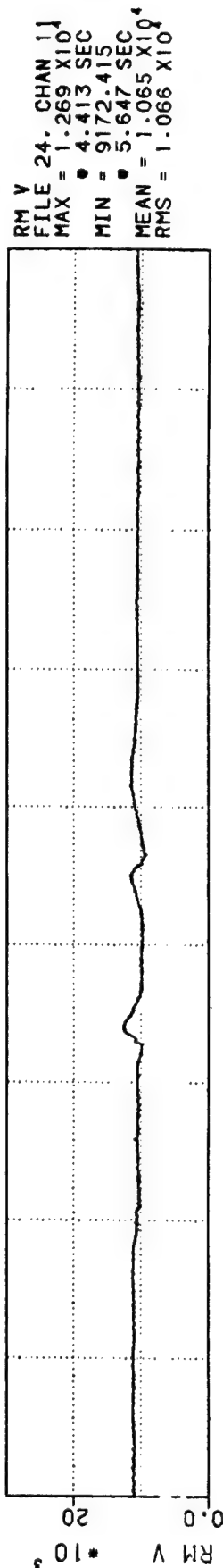
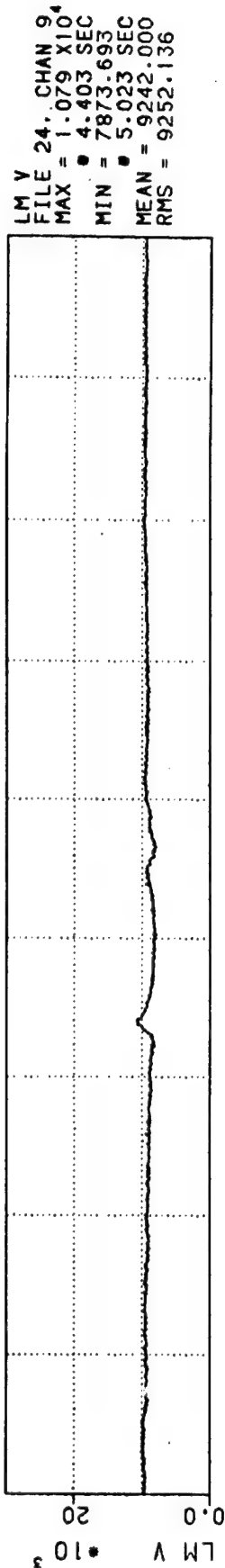
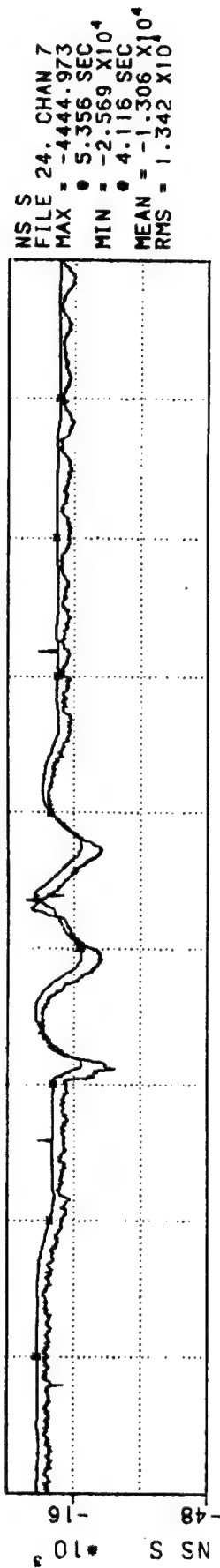
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

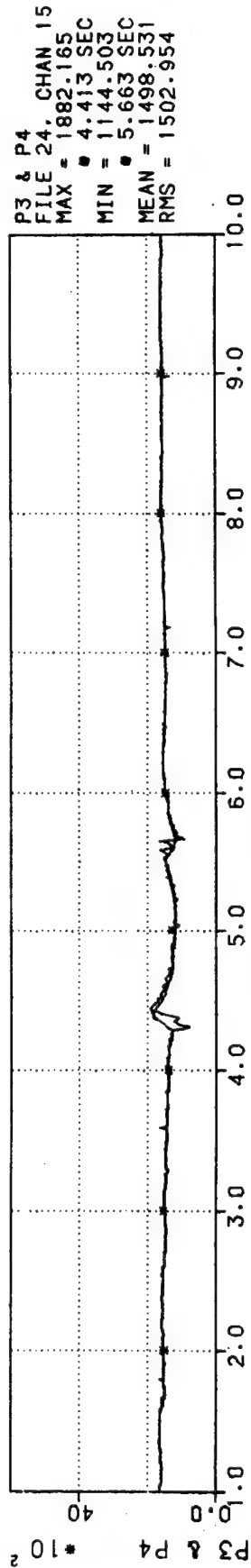
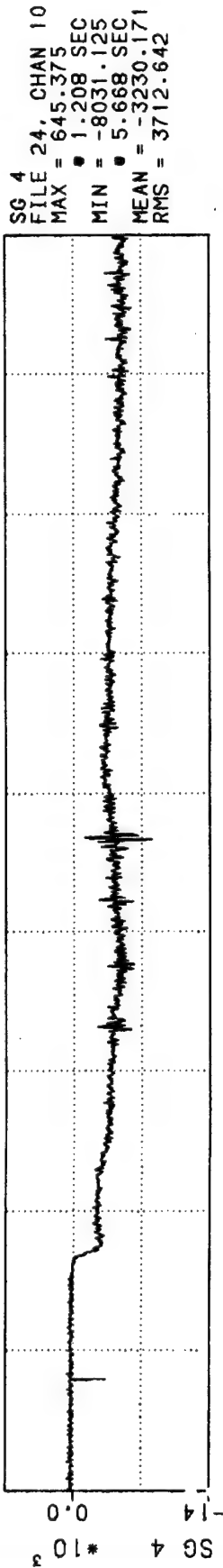
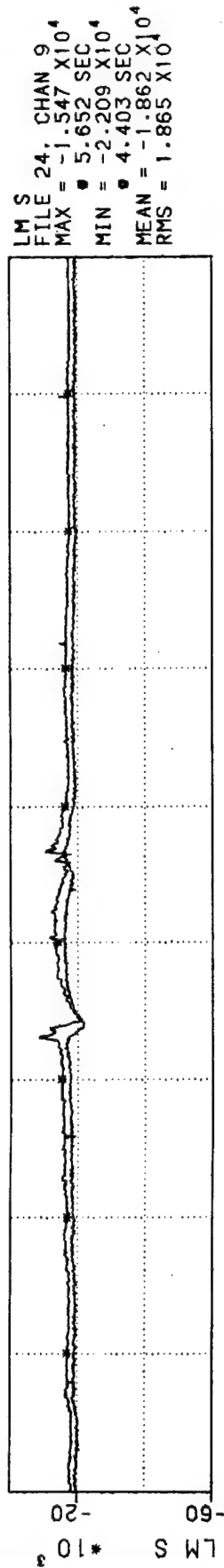
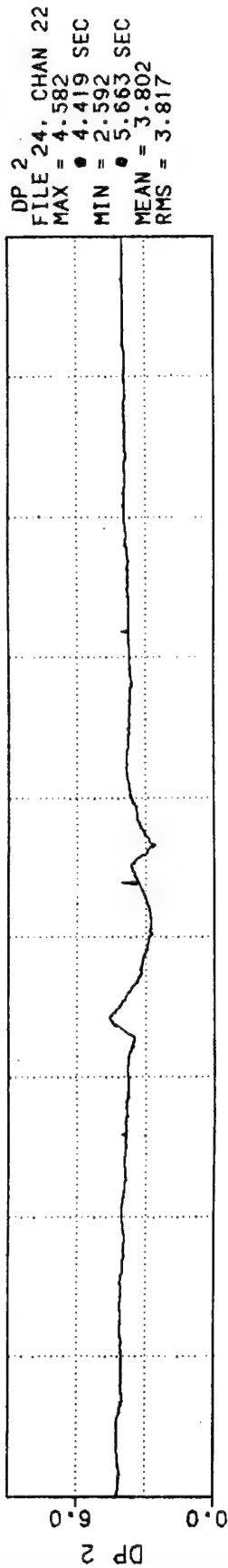
30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 24 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



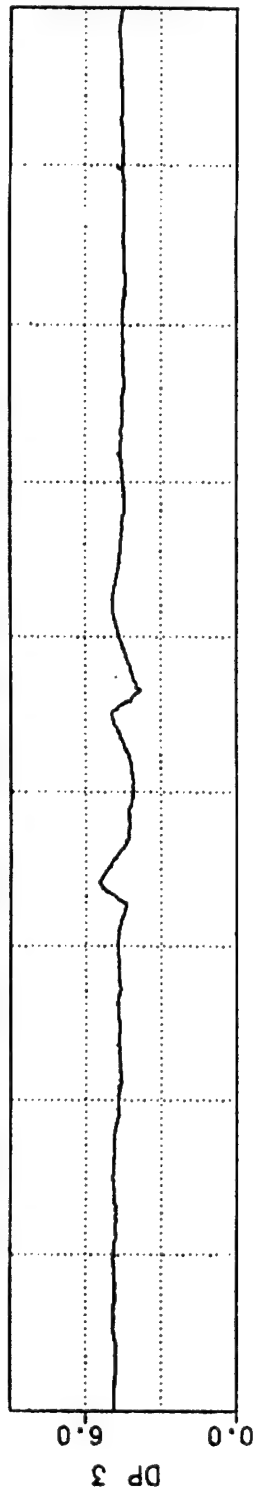
TIME - SECONDS

DELTA T (MSEC) = 5.120

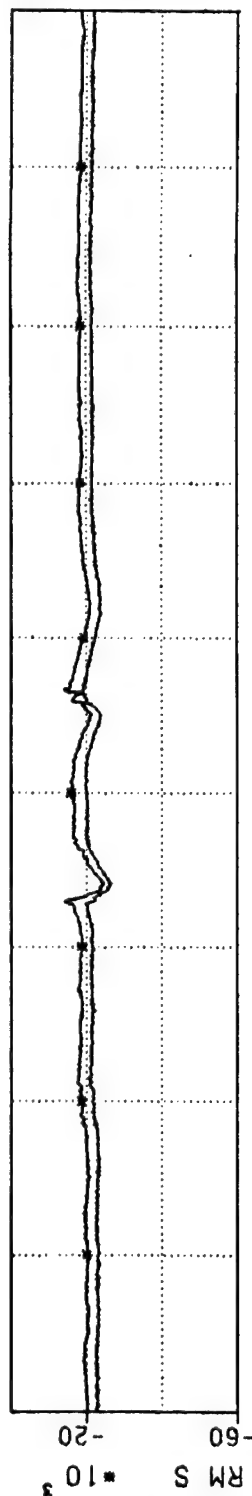
RUN NO. 24 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

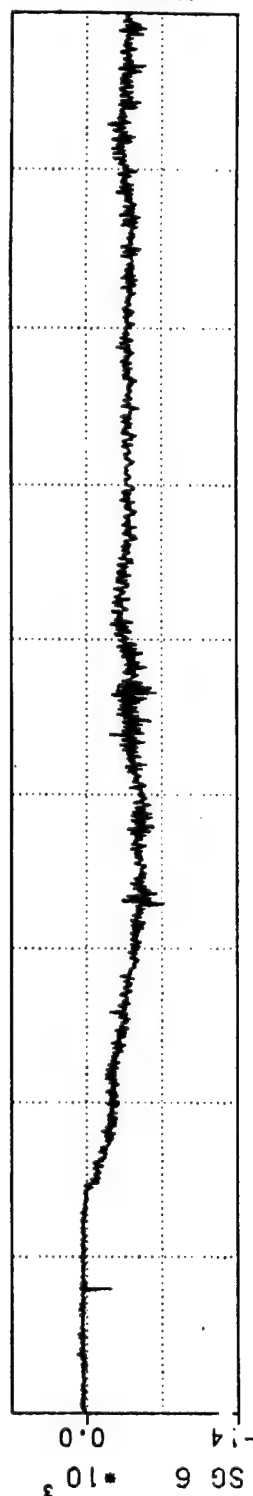
30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



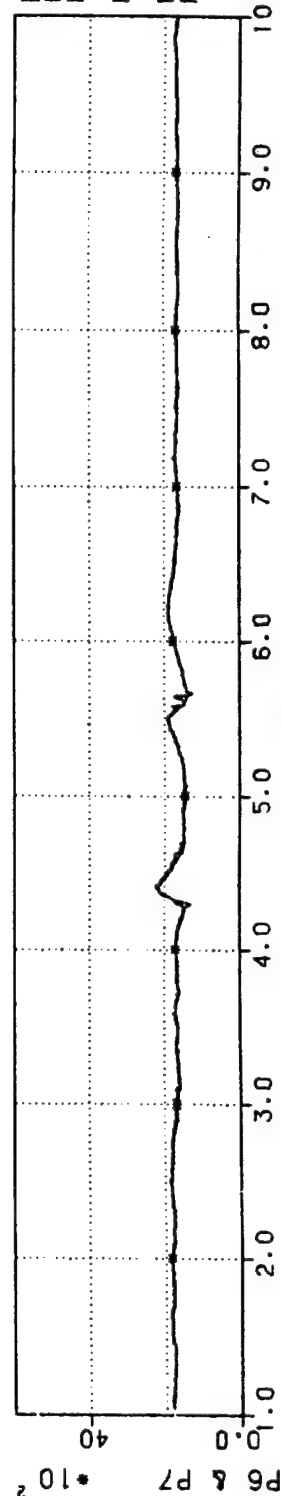
DP 3
FILE 24, CHAN 23
MAX = 5.468
MIN = 4.413 SEC
MEAN = 3.796
RMS = 5.658 SEC
RMS = 4.621



RM S
FILE 24, CHAN 11
MAX = -1.850 X10⁴
MIN = -2.651 X10⁴
MEAN = -2.185 X10⁴
RMS = 2.187 X10⁴



SG 6
FILE 24, CHAN 12
MAX = 879.285
MIN = -7143.902
MEAN = -3104.309
RMS = 3562.235



P6 & P7
FILE 24, CHAN 18
MAX = 2223.995
MIN = 1348.749
MEAN = 1691.917
RMS = 1695.706

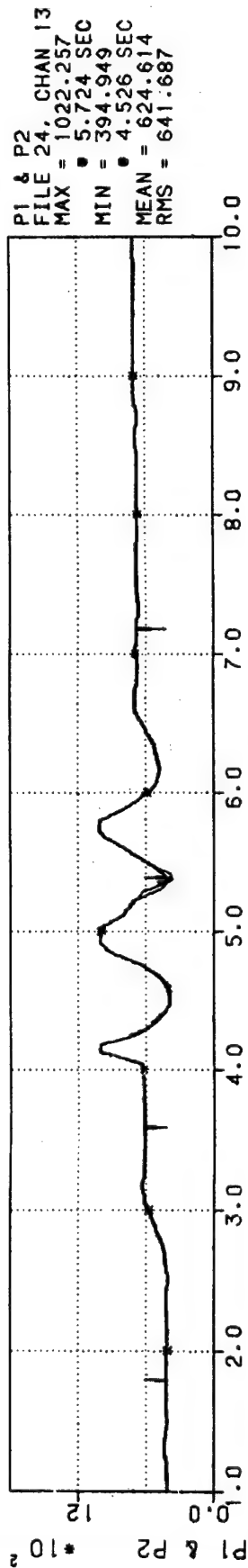
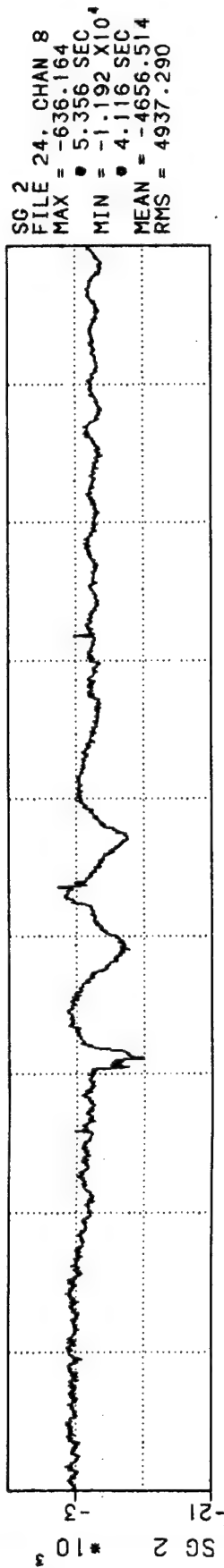
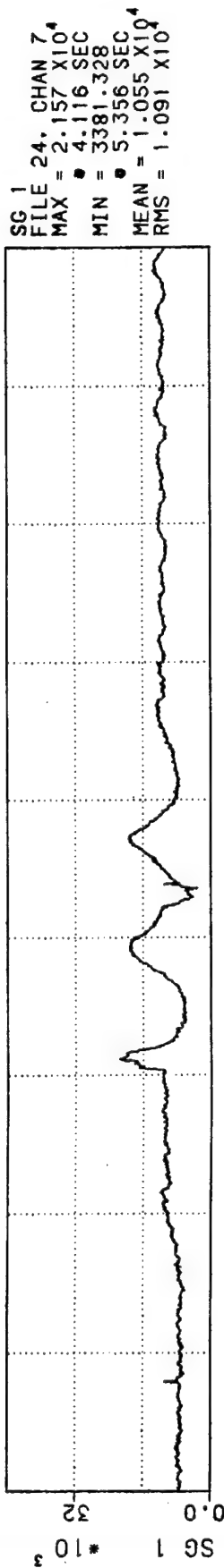
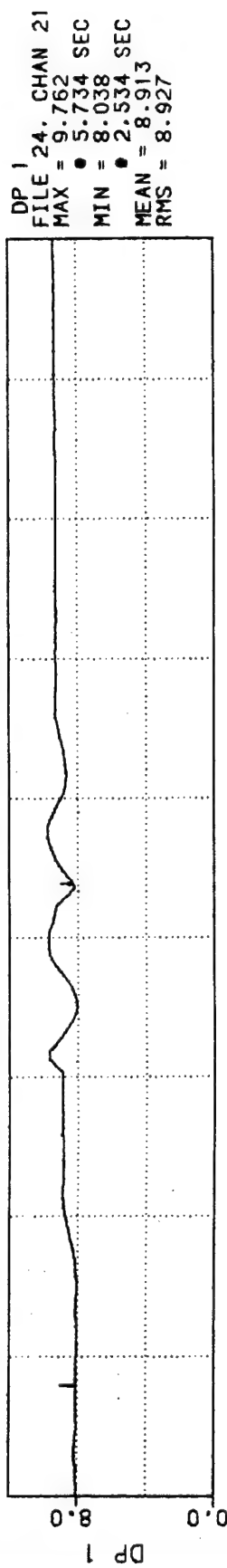
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



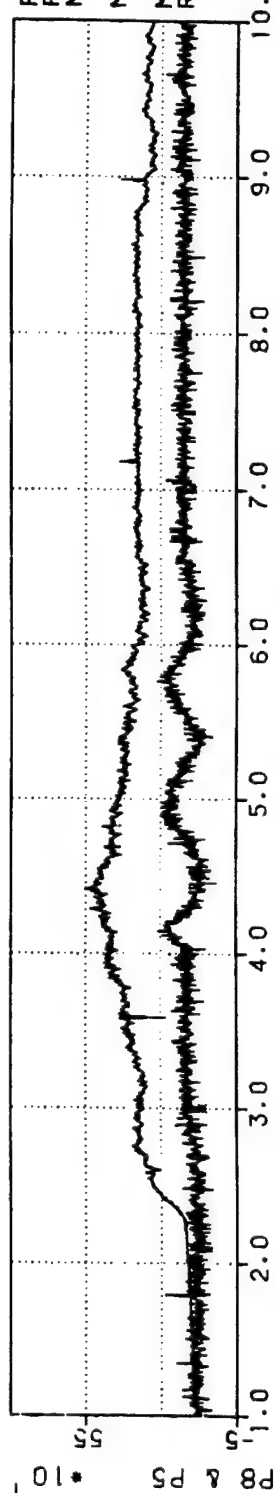
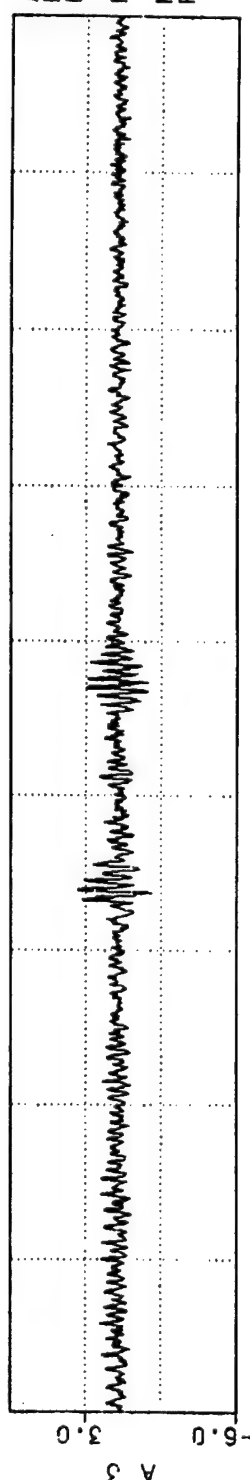
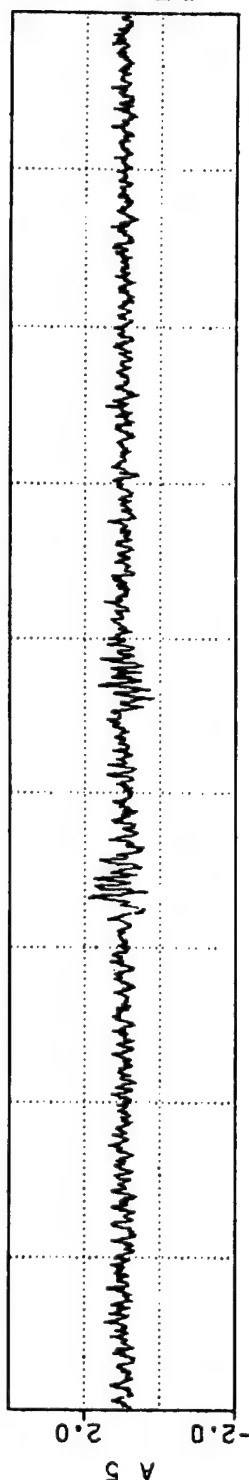
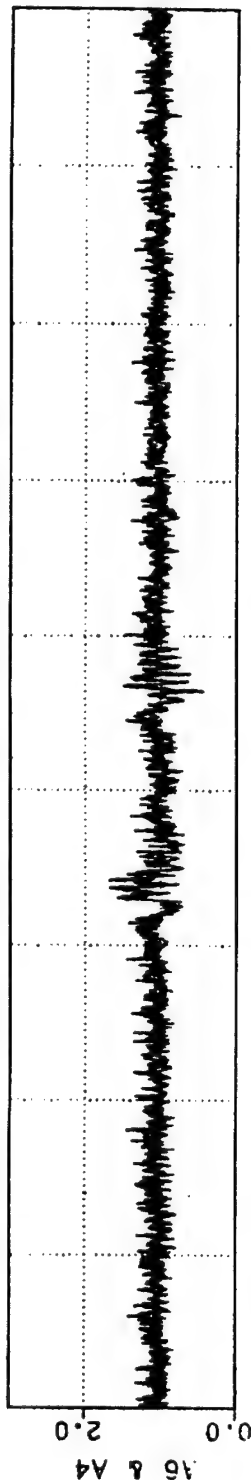
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 24 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

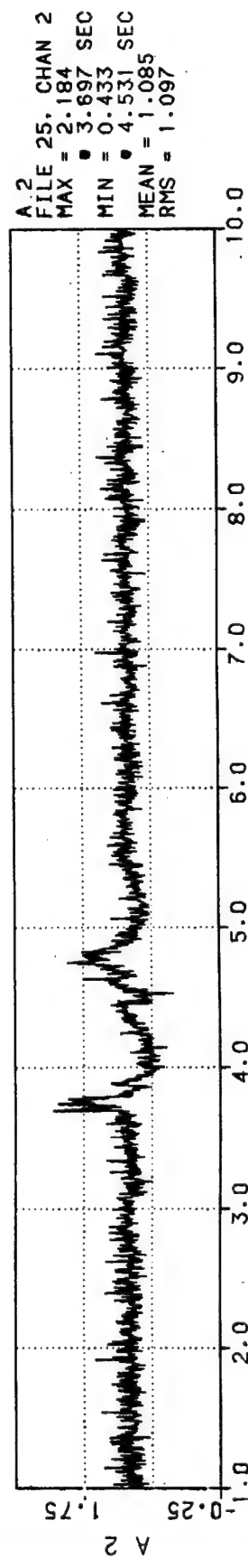
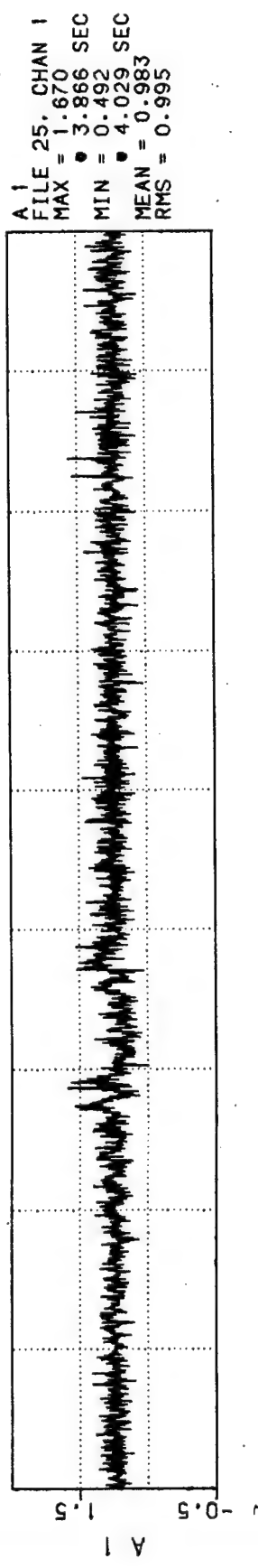
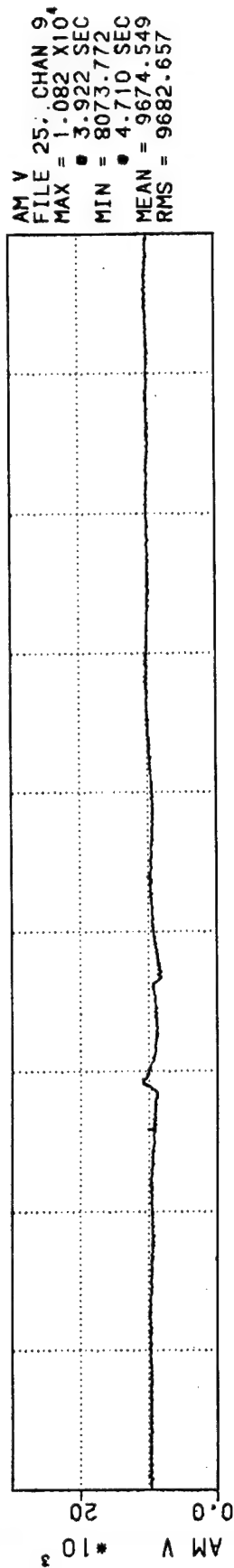
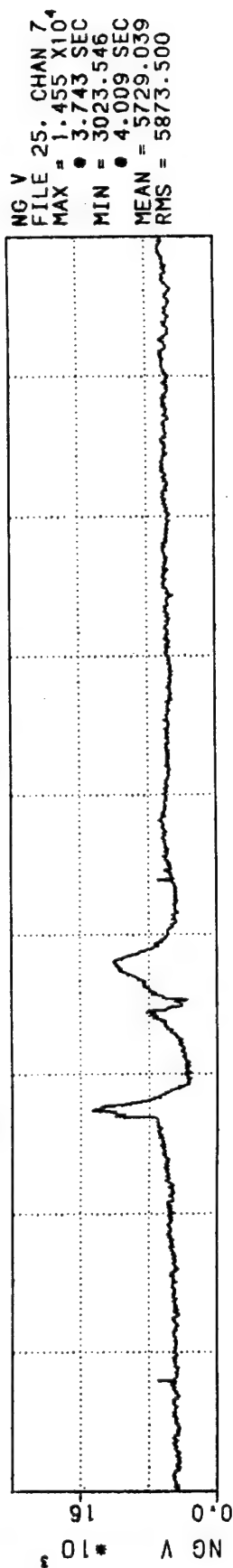
30 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 24
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

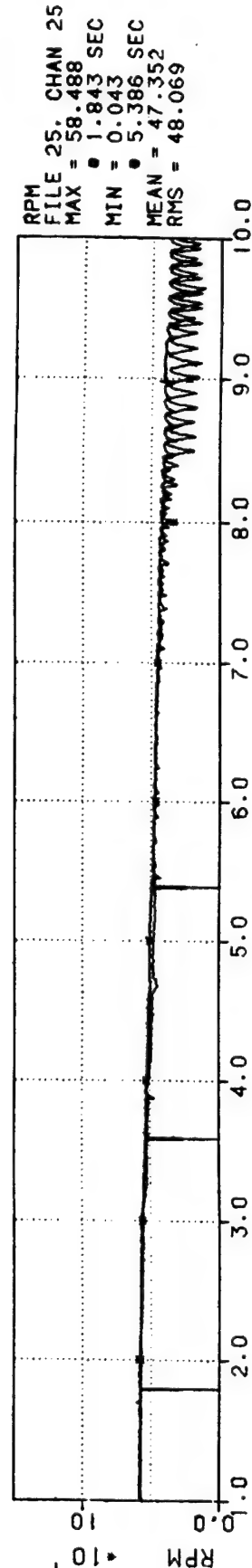
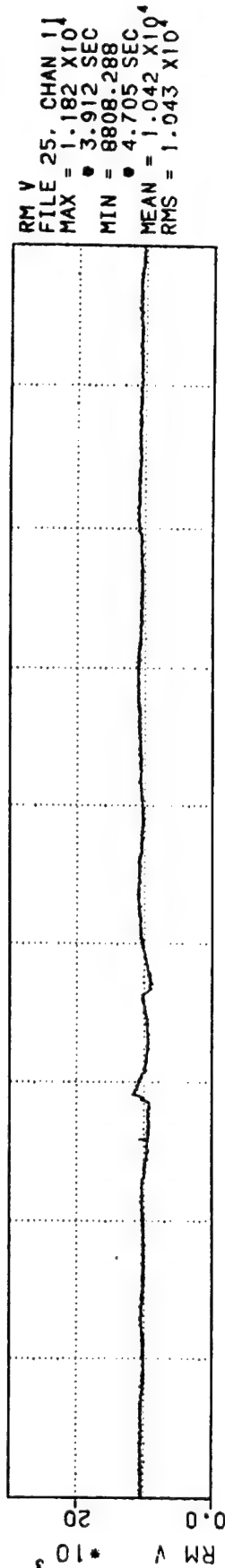
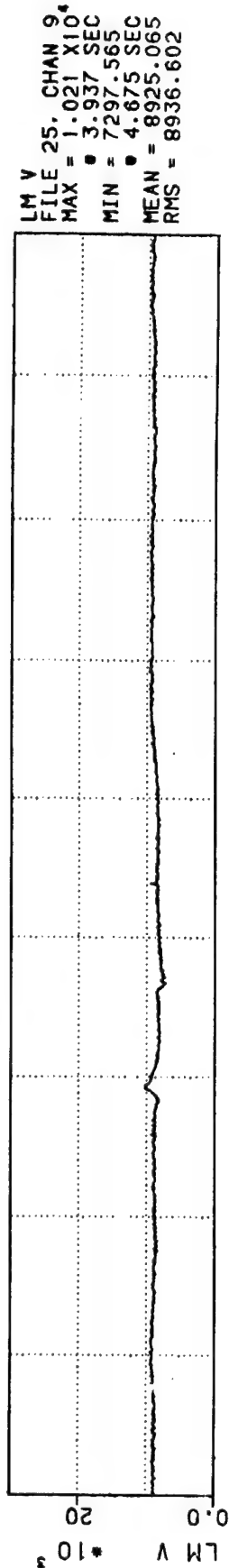
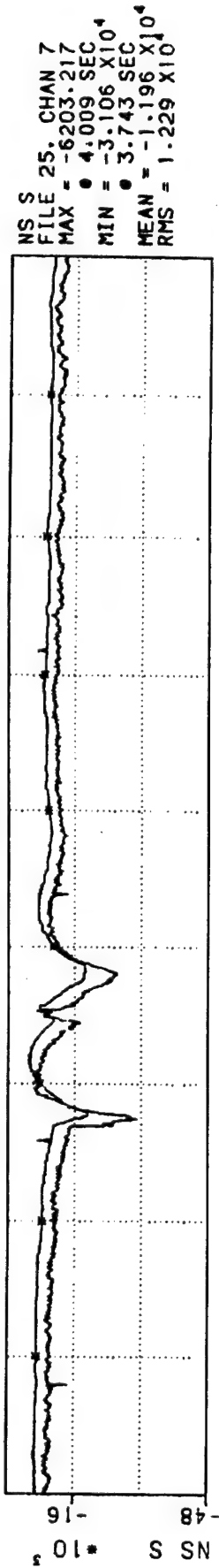


DELTA T (MSEC) = 5.120

RUN NO. 25 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

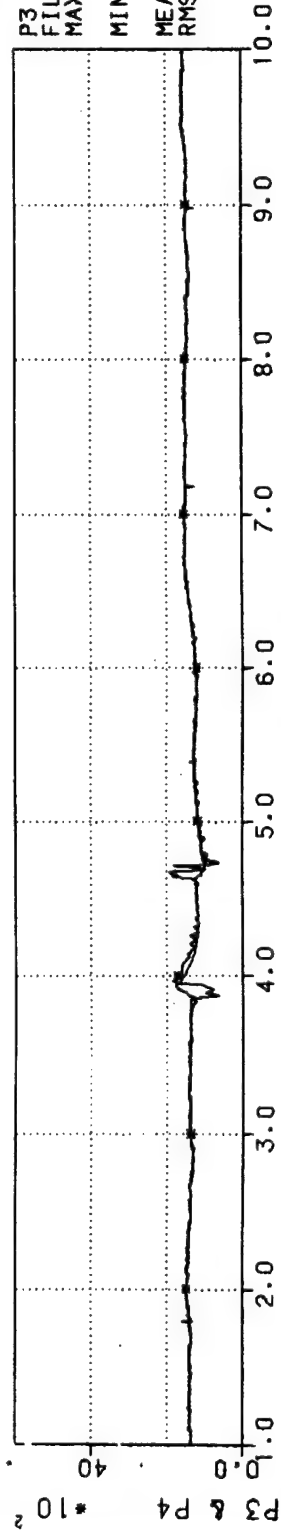
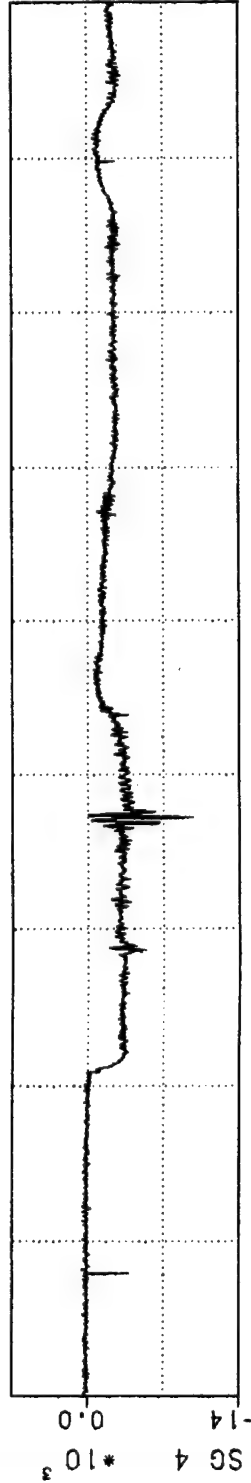
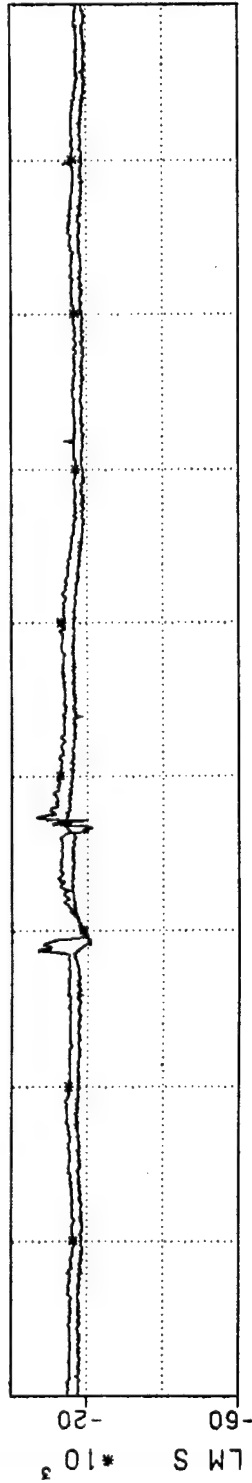
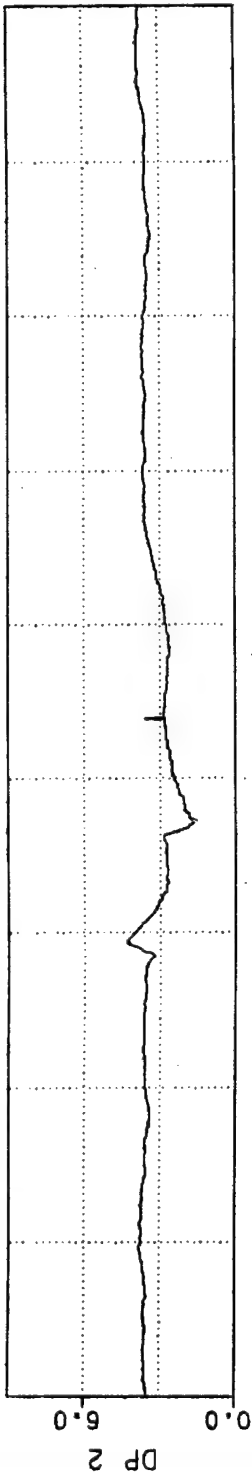
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 25 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

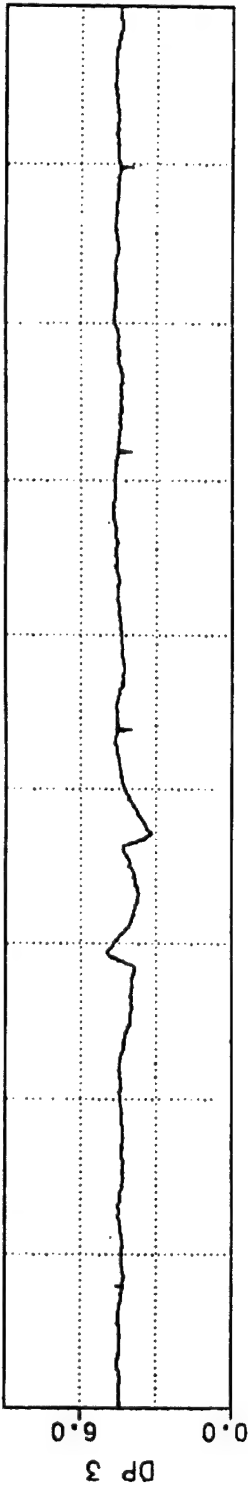
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



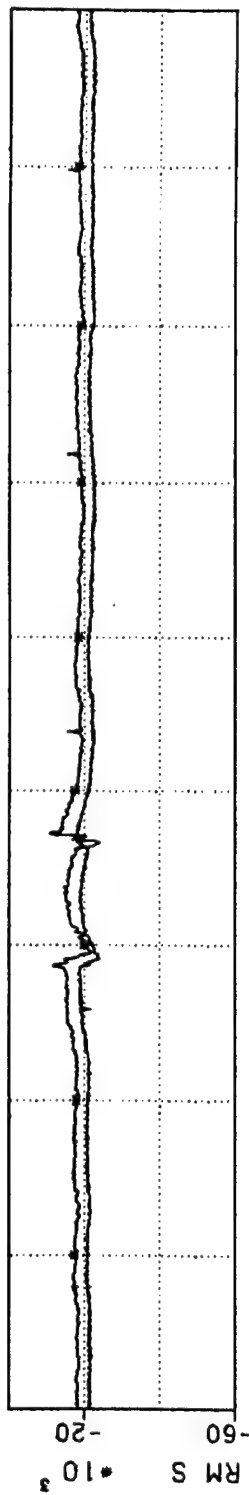
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 25 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

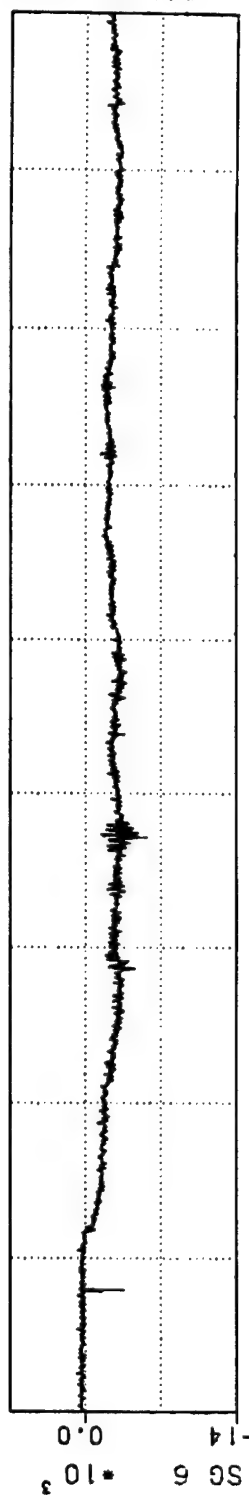
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



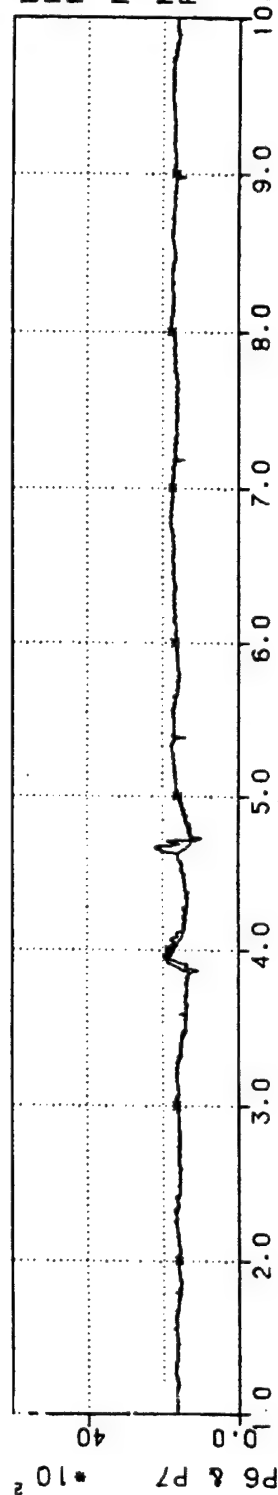
DP 3
FILE 25, CHAN 23
MAX = 4.980
MIN = 3.942 SEC
MEAN = 3.140
RMS = 4.716 SEC
RMS = 4.400
RMS = 4.408



RM S
FILE 25, CHAN 11
MAX = -1.749 X10⁴
MIN = 4.705 SEC
MEAN = -2.430 X10⁴
RMS = 3.912 SEC
RMS = -2.129 X10⁴
RMS = 2.131 X10⁴



SG 6
FILE 25, CHAN 12
MAX = 728.379
MIN = 2.053 SEC
MEAN = -5685.141
RMS = 4.716 SEC
RMS = -2143.534
RMS = 2409.343



P6 & P7
FILE 25, CHAN 18
MAX = 1916.806
MIN = 3.942 SEC
MEAN = 1212.220
RMS = 4.710 SEC
RMS = 1622.678
RMS = 1626.172

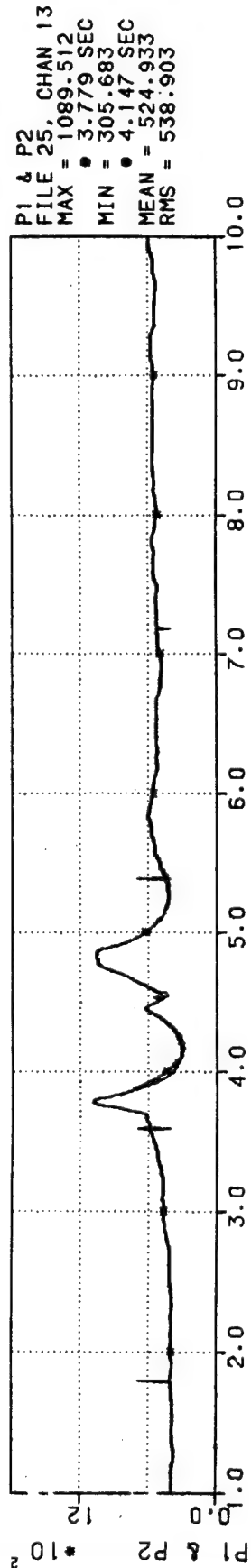
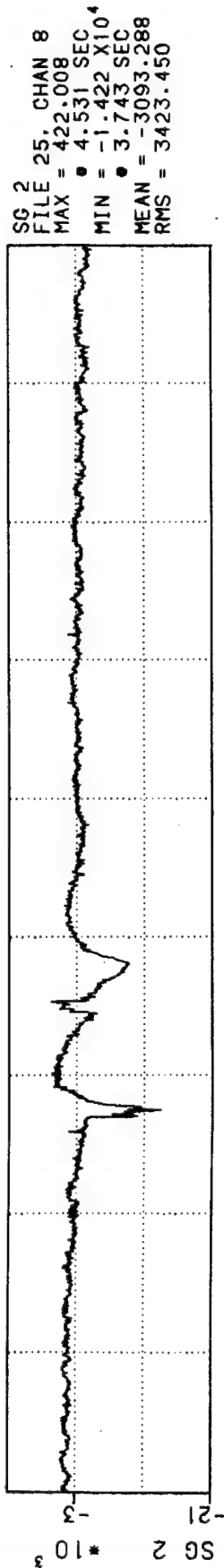
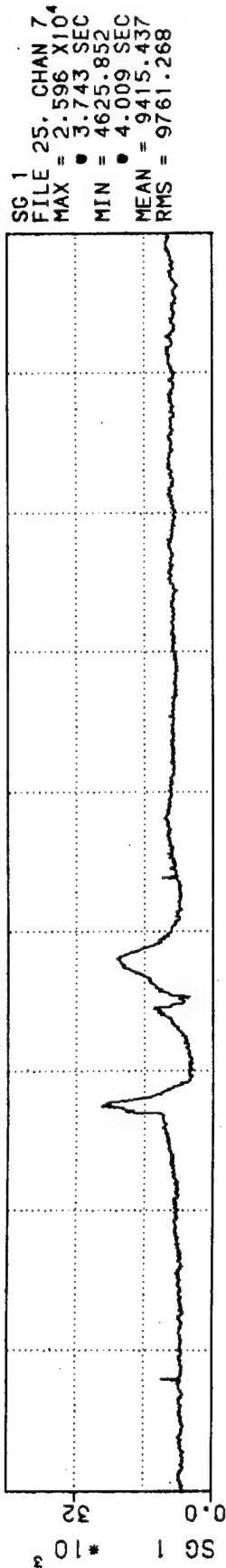
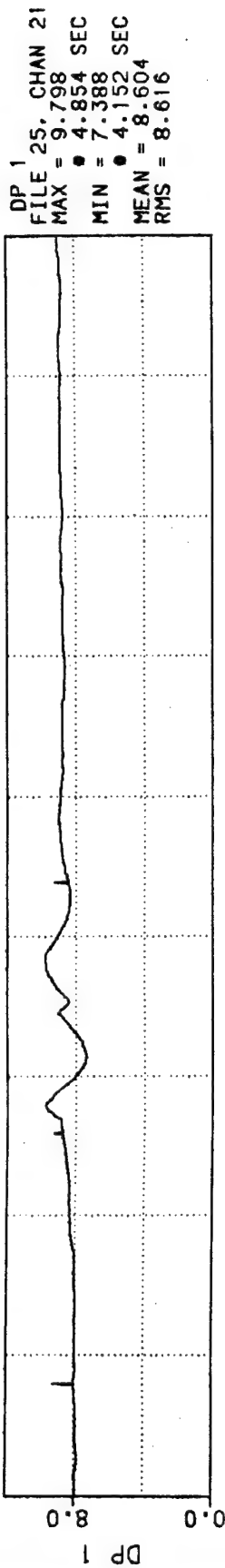
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 25 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

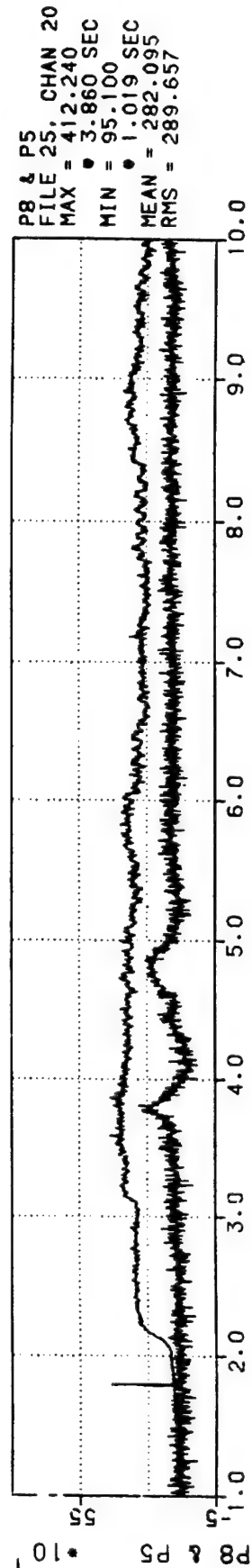
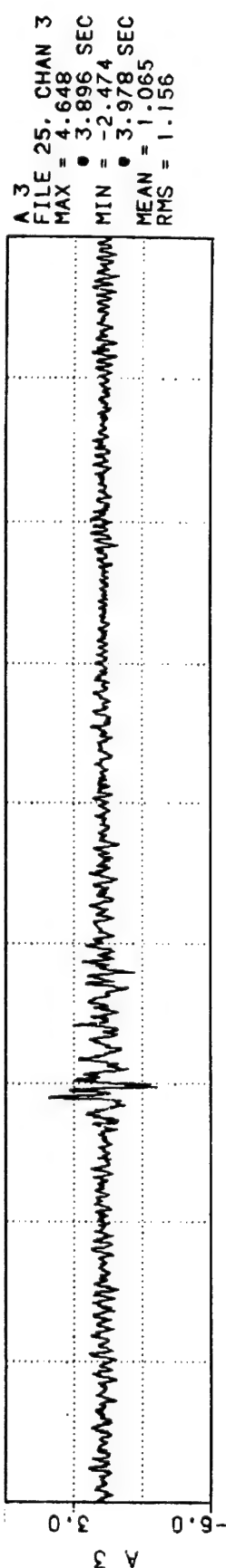
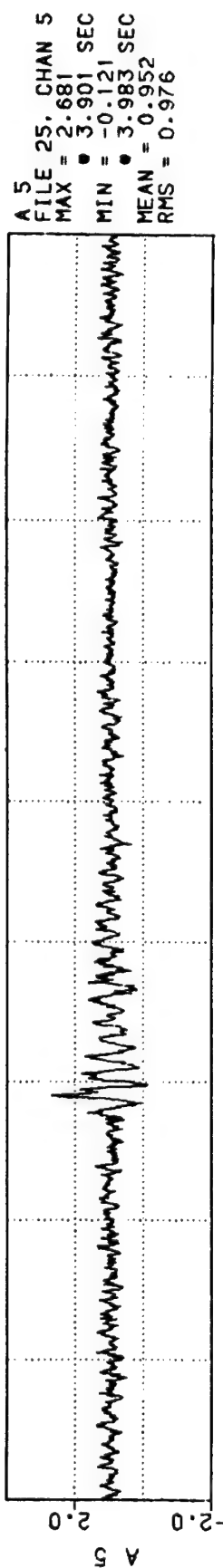
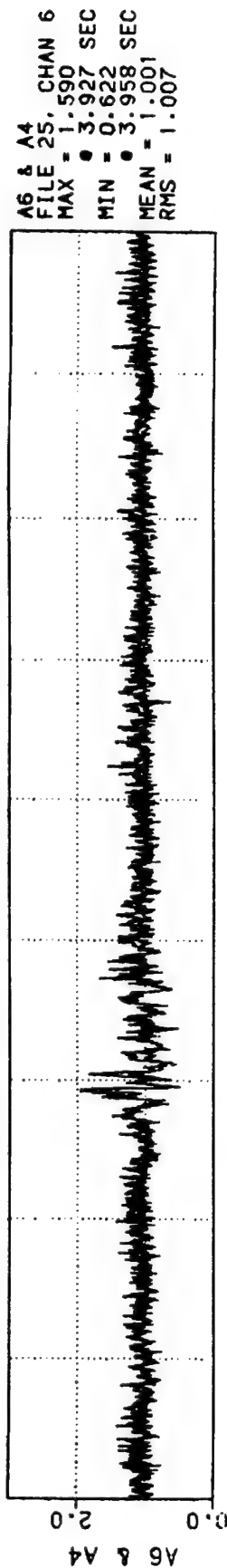
60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 25 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



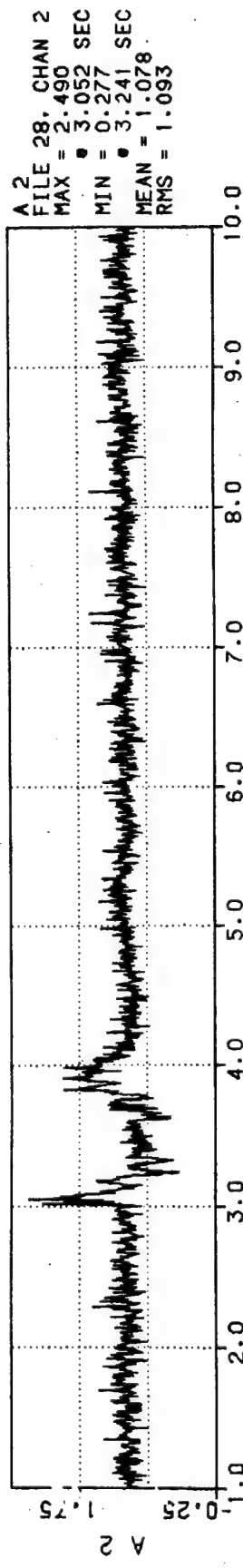
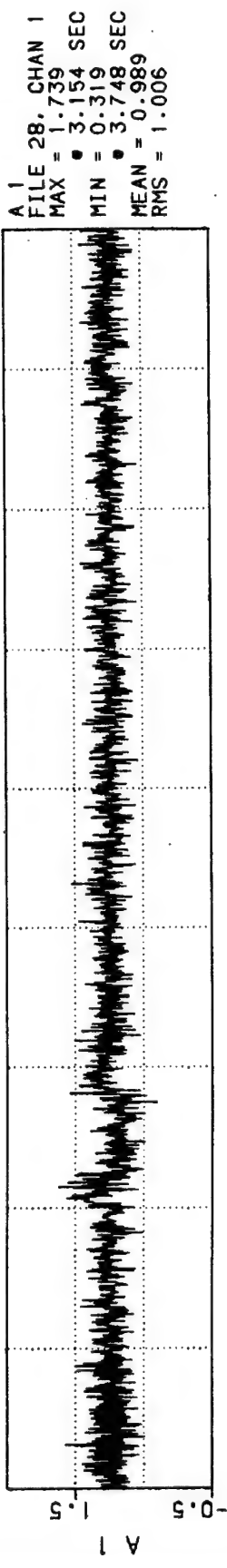
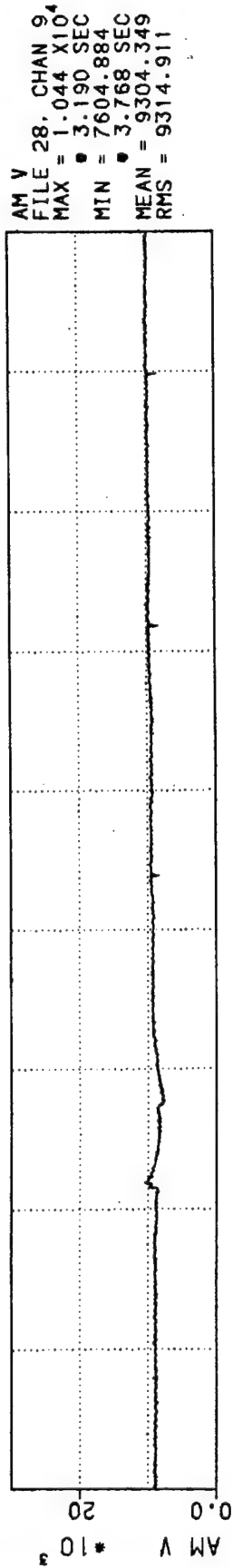
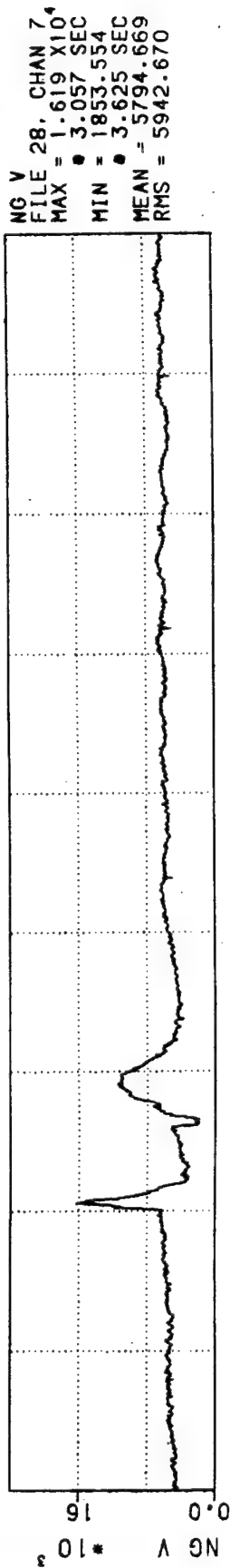
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 25 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

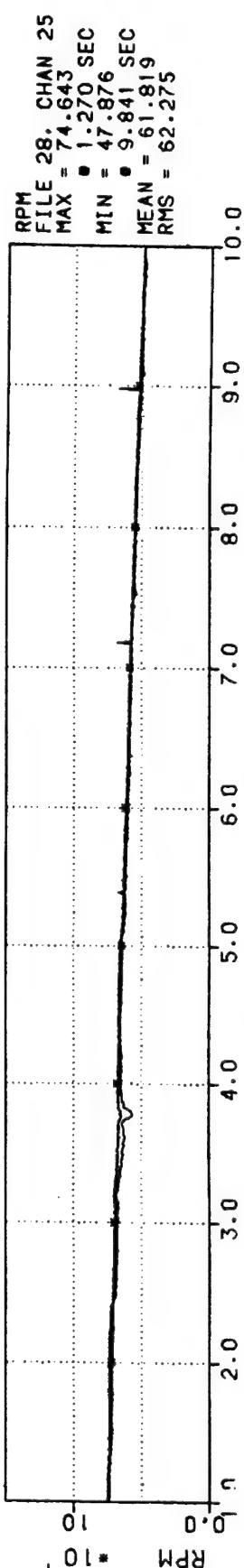
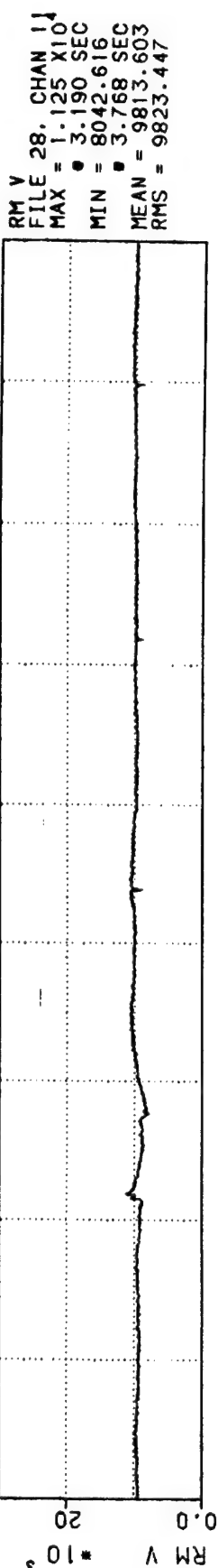
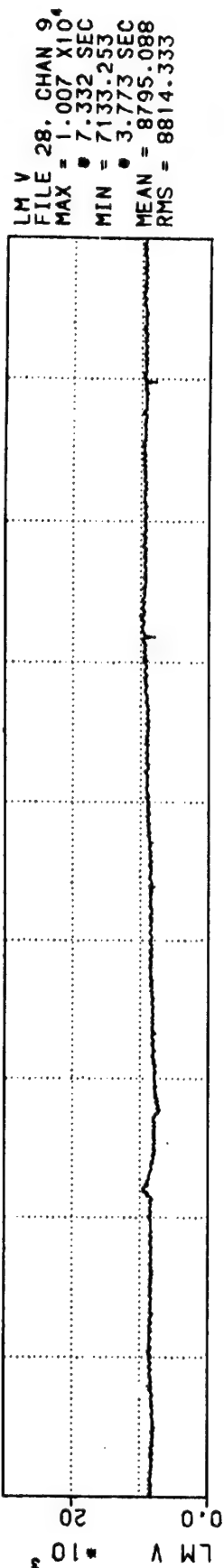
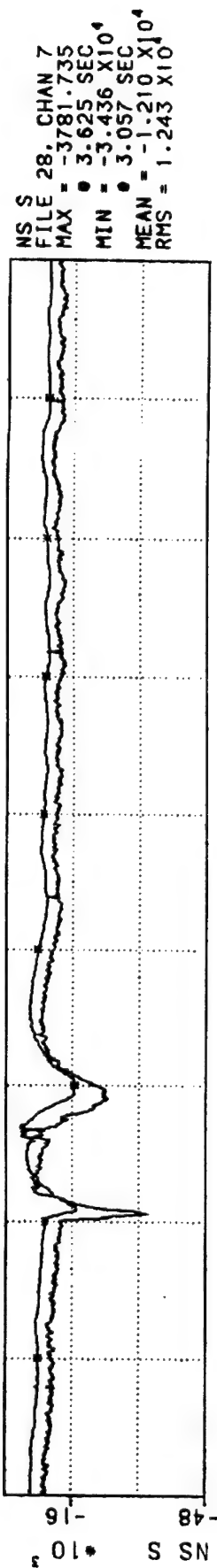
70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 26 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



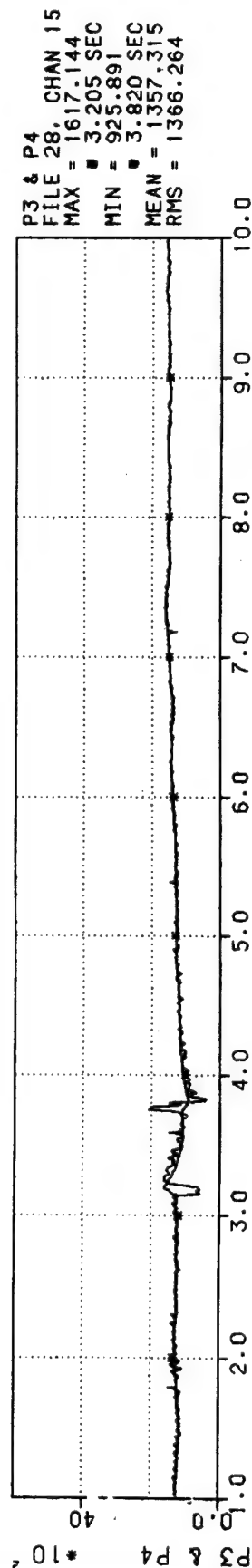
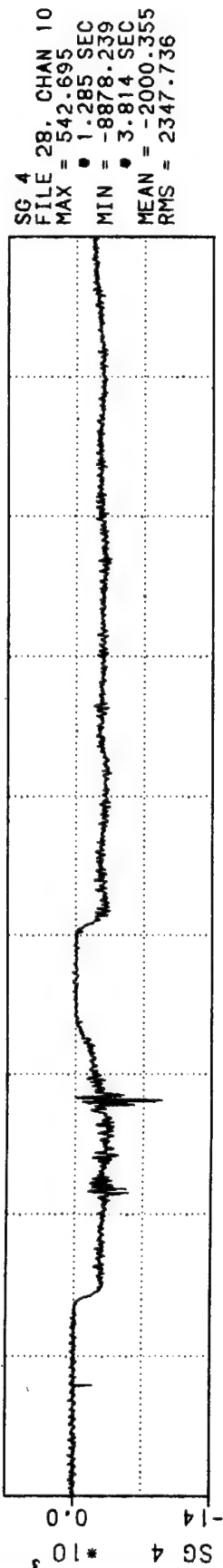
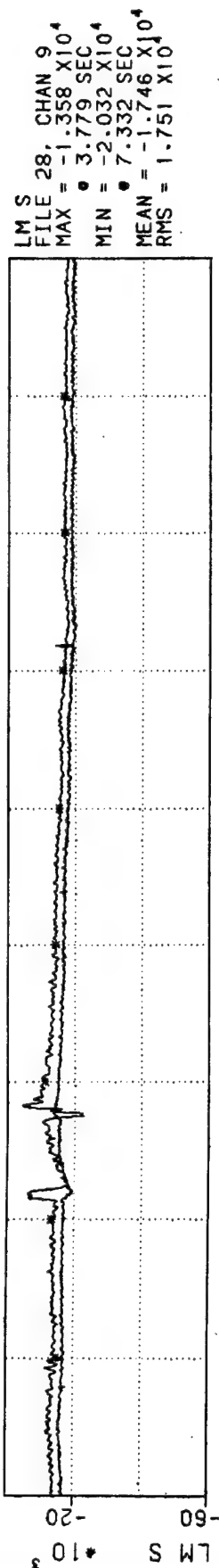
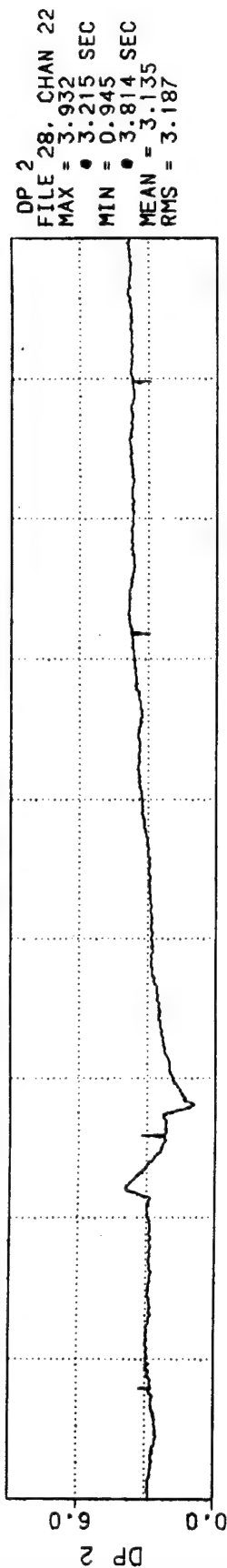
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 26 PAGE NO. 2

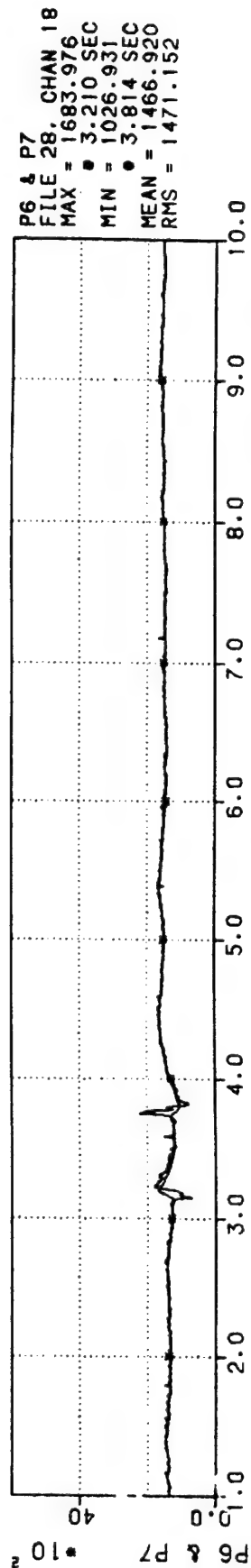
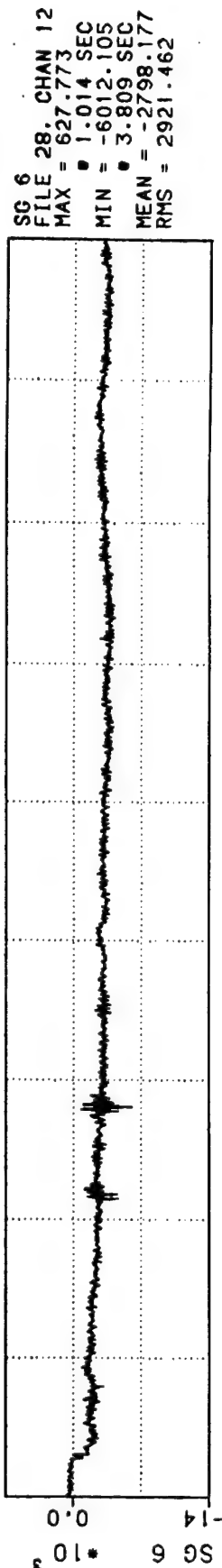
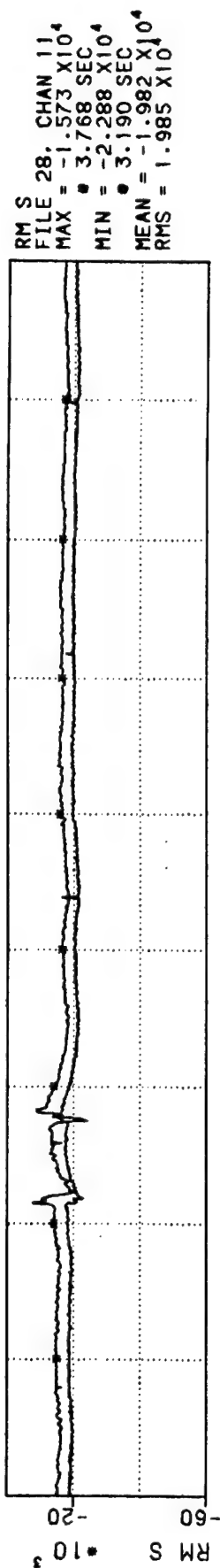
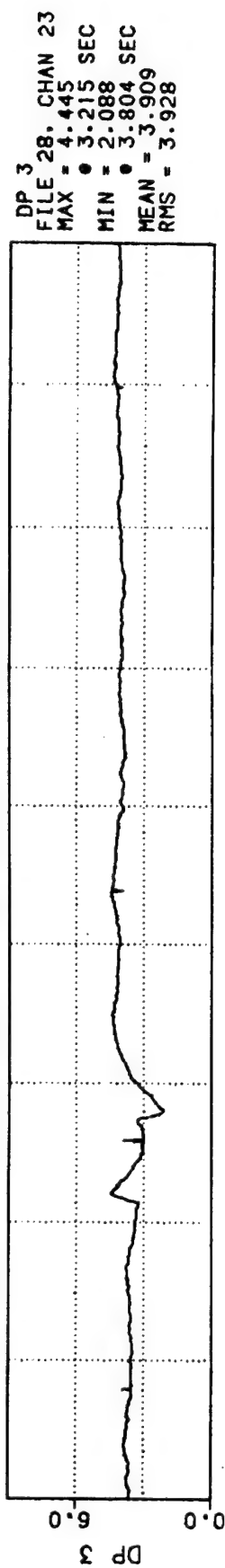
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 26 PAGE NO. 3

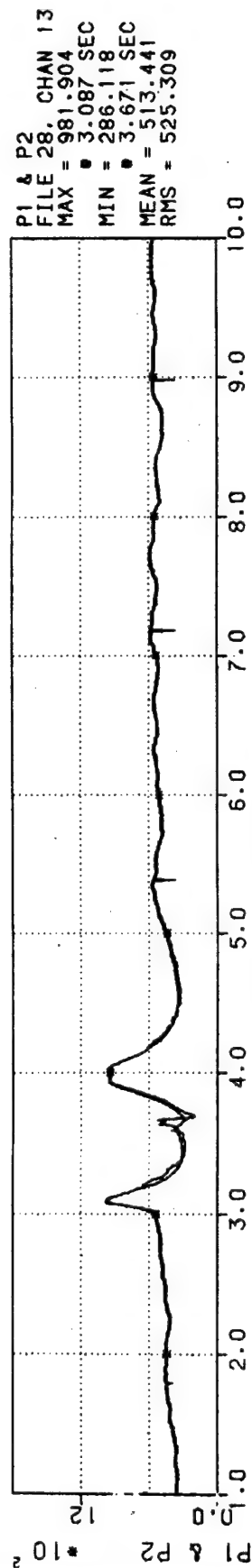
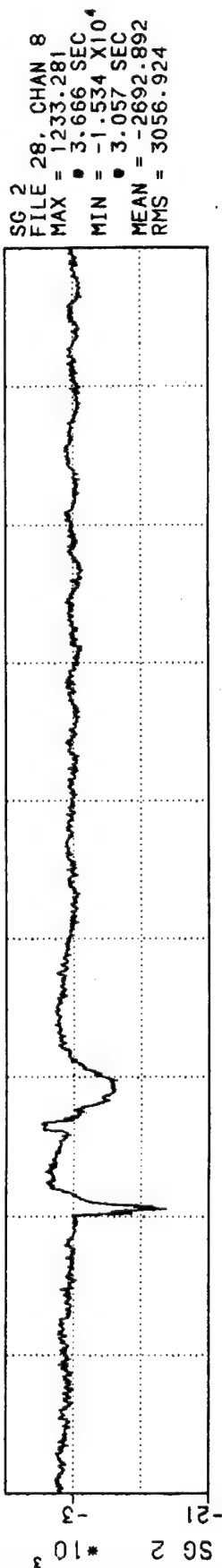
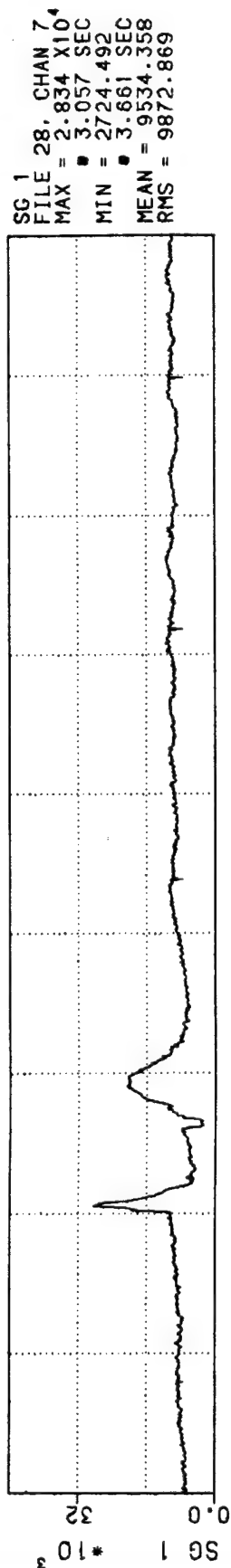
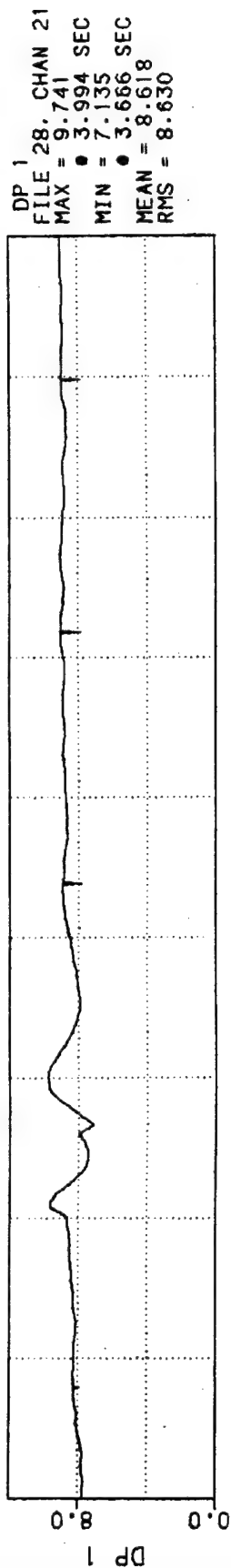
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 26
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



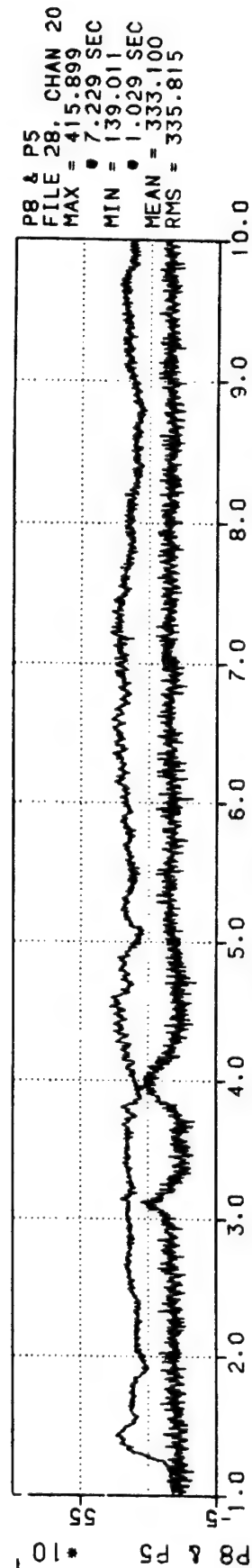
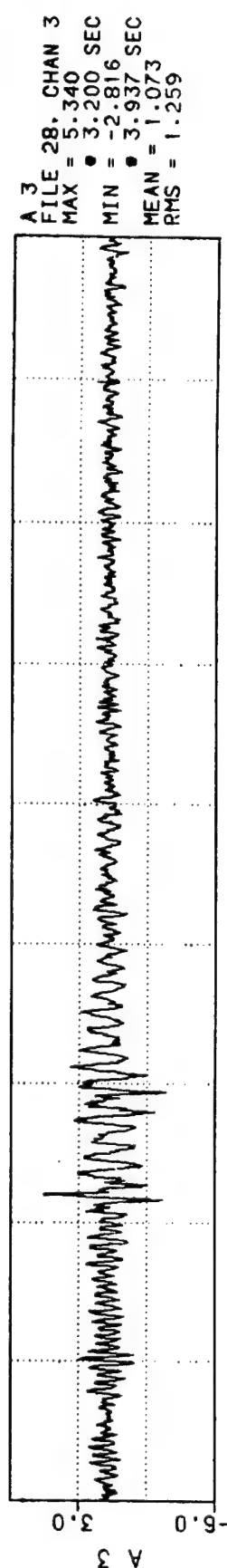
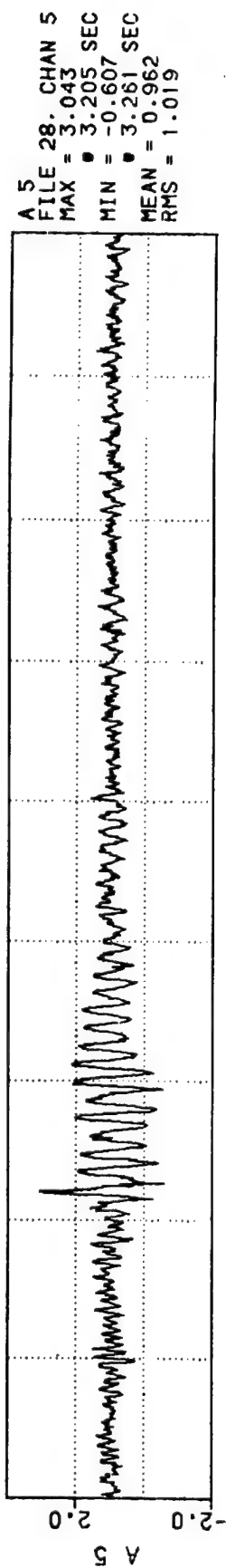
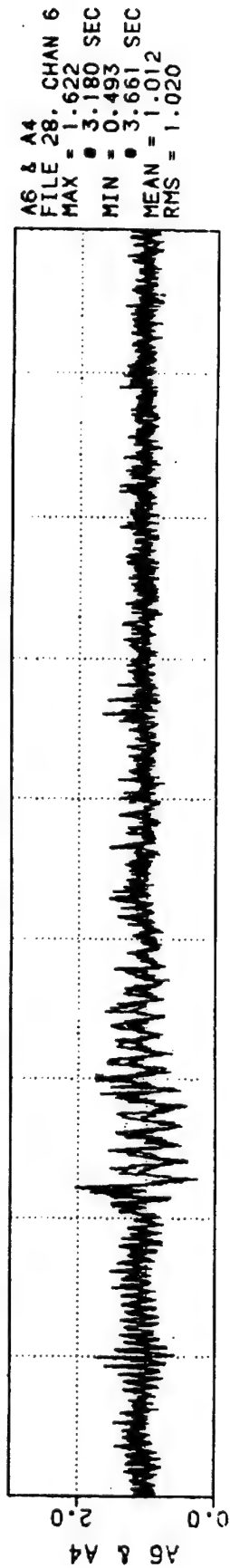
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 26 PAGE NO. 5

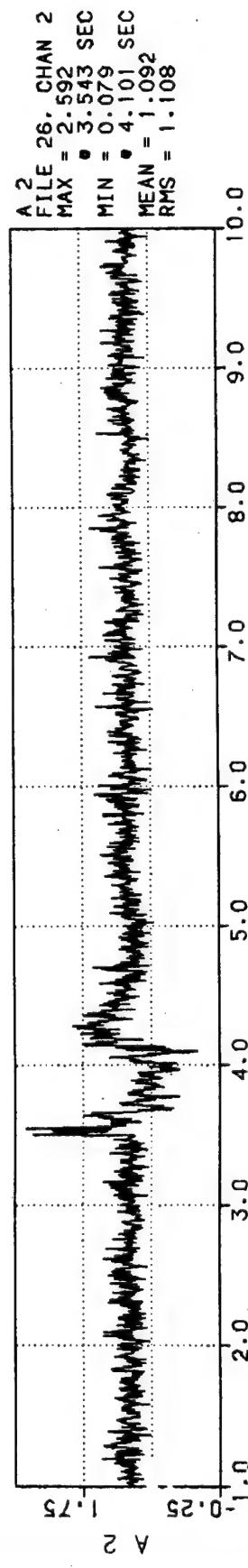
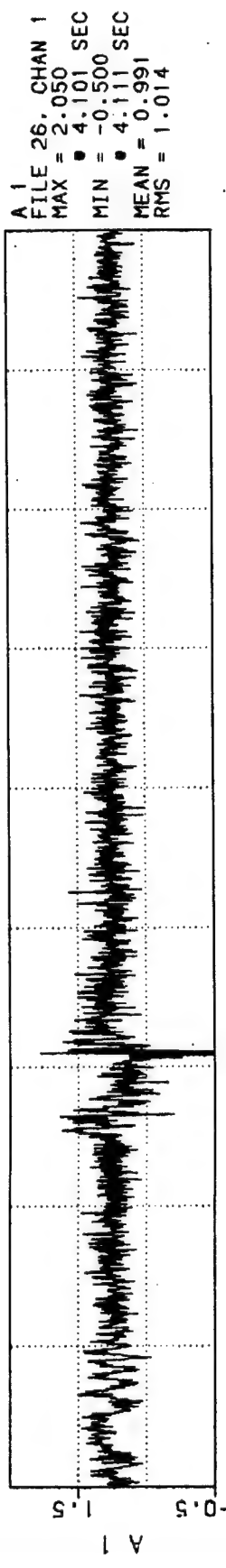
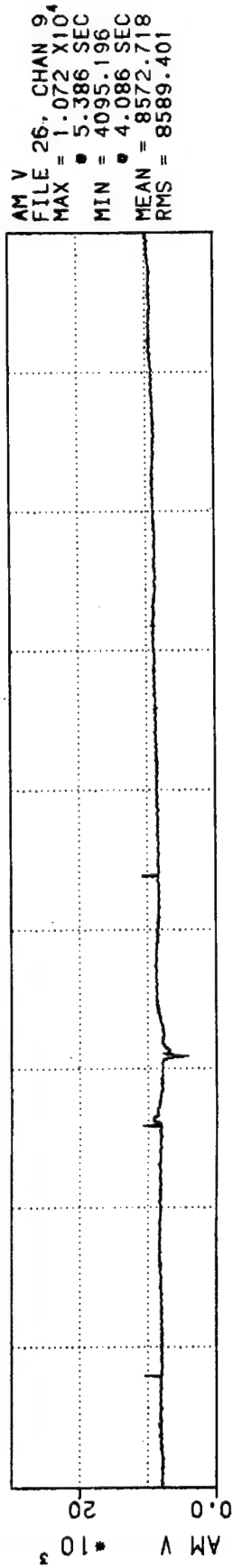
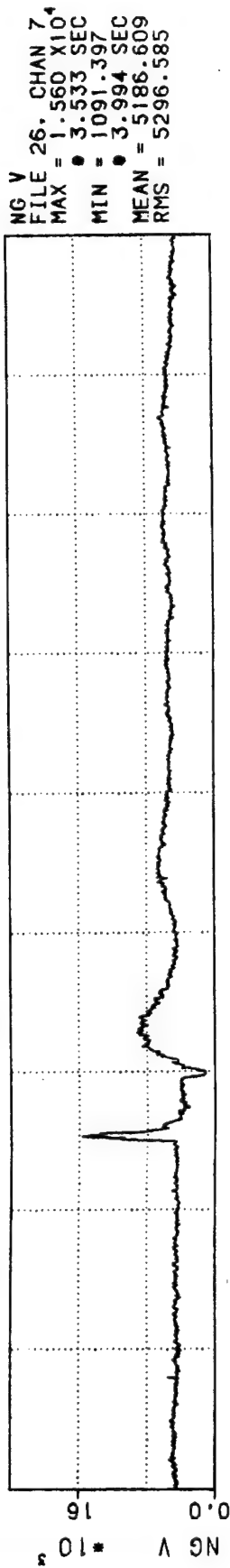
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 26
PAGE NO. 6
DELTA T (MSEC) = 5.120

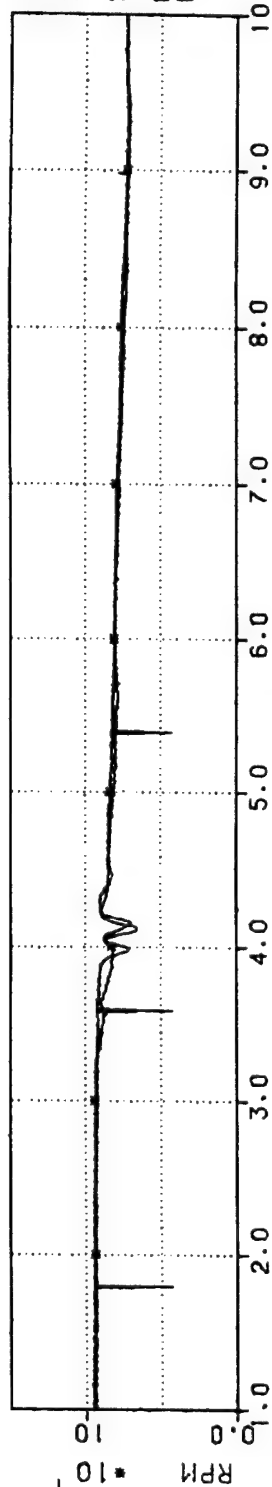
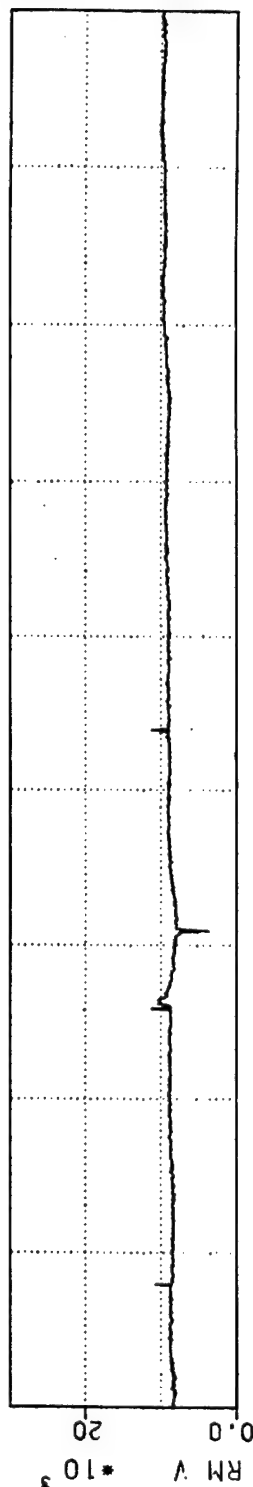
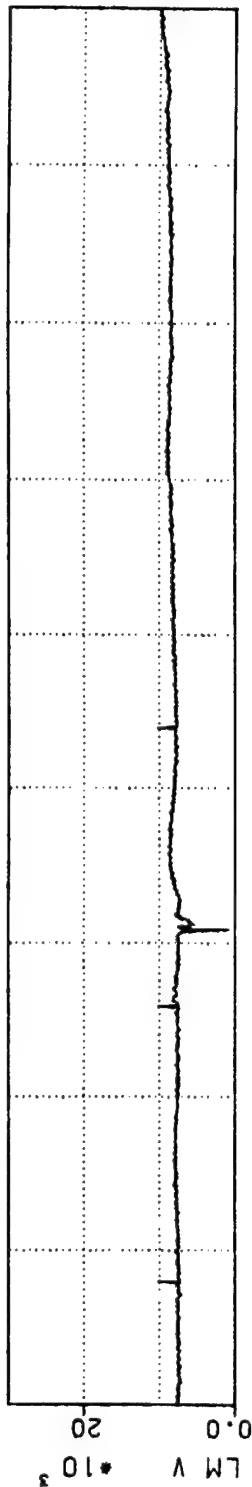
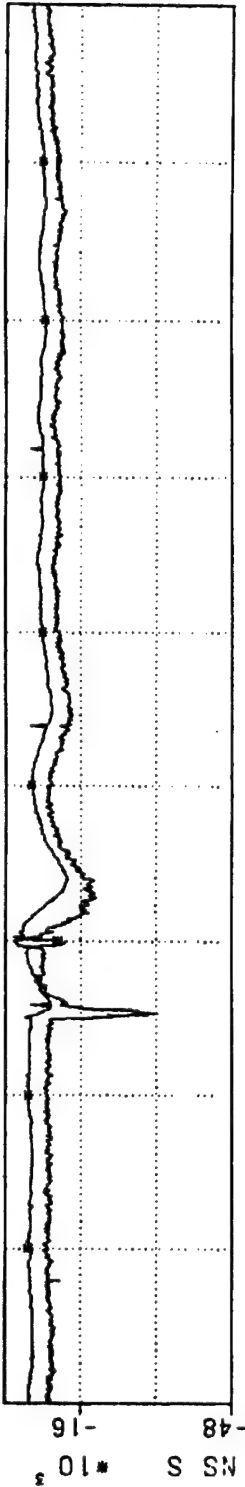
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

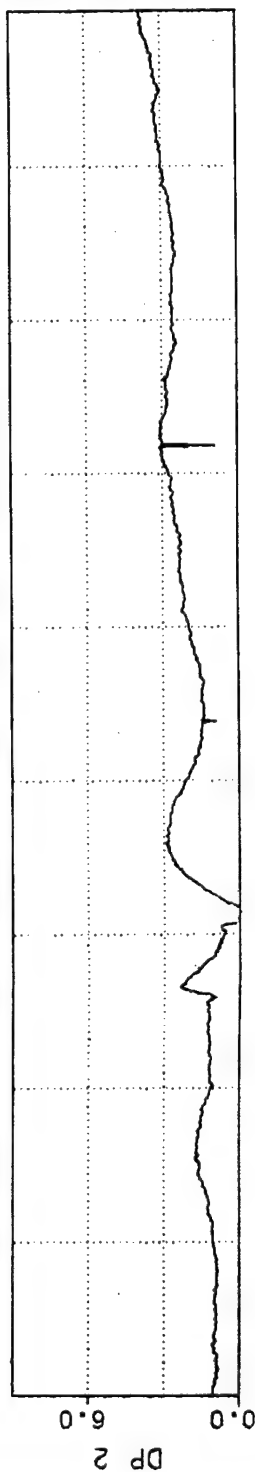
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



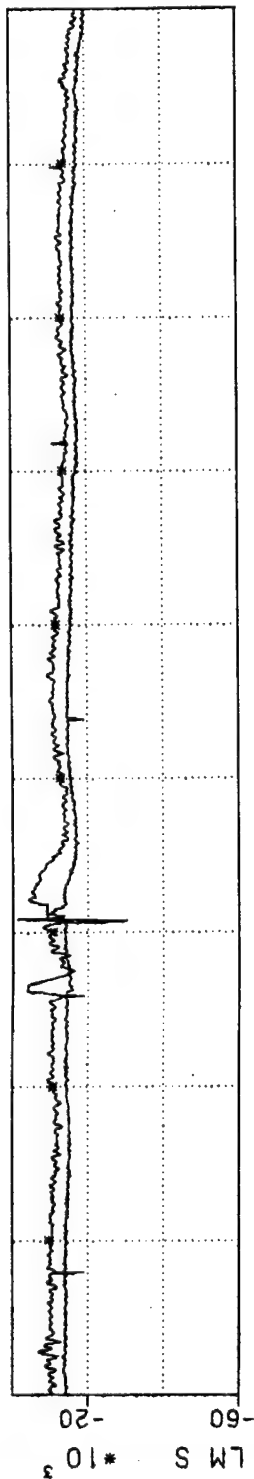
TIME - SECONDS
RUN NO. 27
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

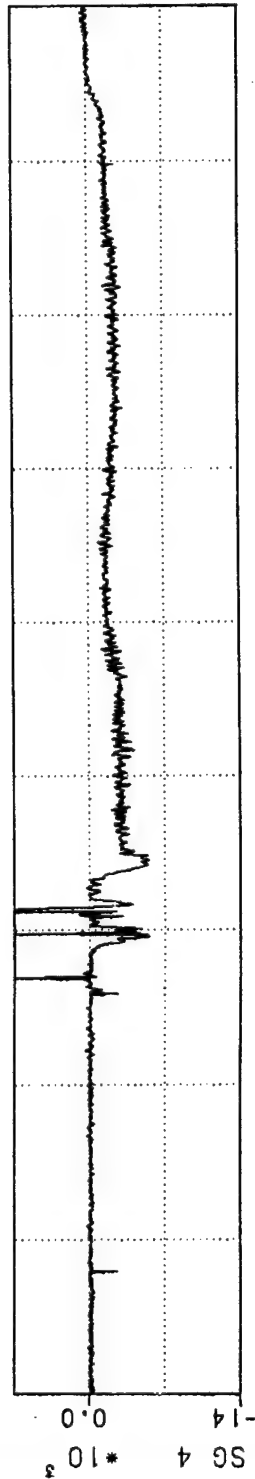
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



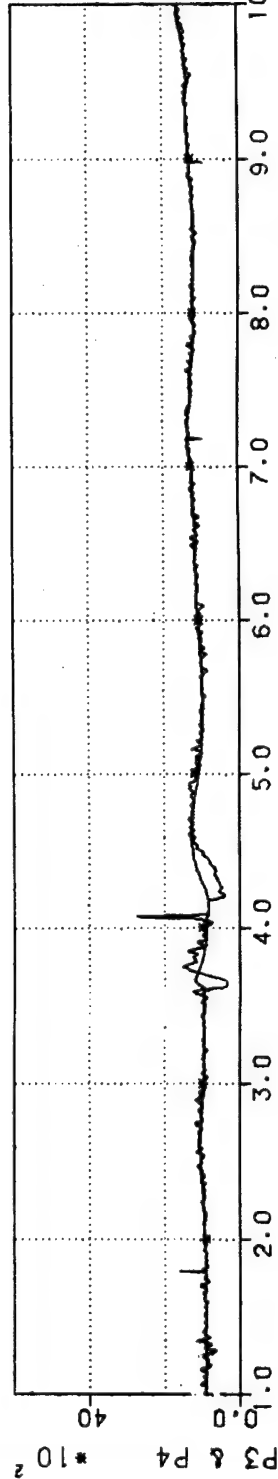
DP 2
FILE 26, CHAN 22
MAX = 3.850
MIN = 0.000 X 10⁻¹⁰¹
MEAN = 2.026
RMS = 2.196



LM S
FILE 26, CHAN 9
MAX = -1472.508
MIN = -2.014 X 10⁴
MEAN = -1.573 X 10⁴
RMS = 1.580 X 10⁴



SG 4
FILE 26, CHAN 10
MAX = 7000.000
MIN = -5618.135
MEAN = -1390.294
RMS = 1917.757

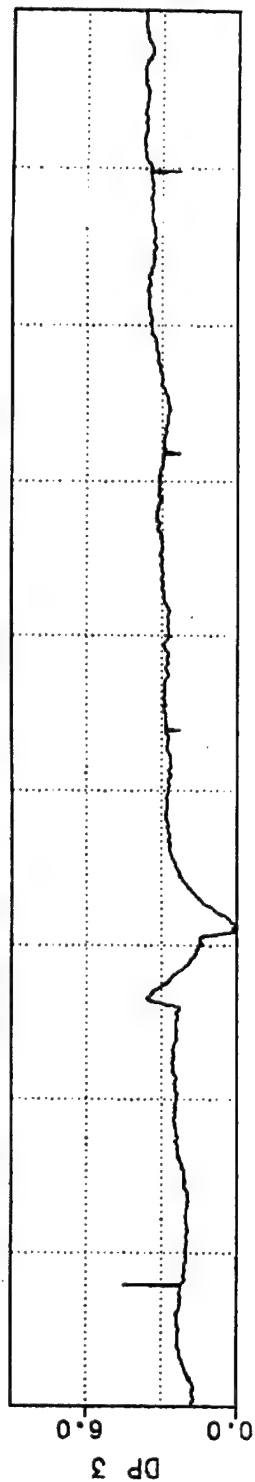


P3 & P4
FILE 26, CHAN 15
MAX = 1617.144
MIN = 812.310
MEAN = 1120.902
RMS = 1133.430

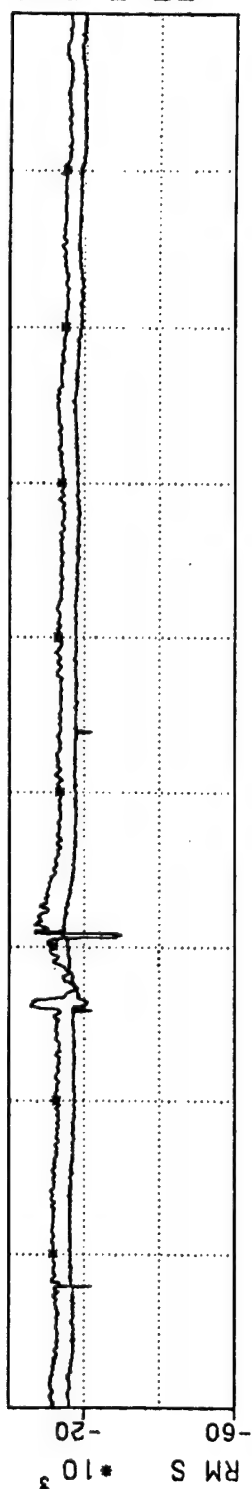
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

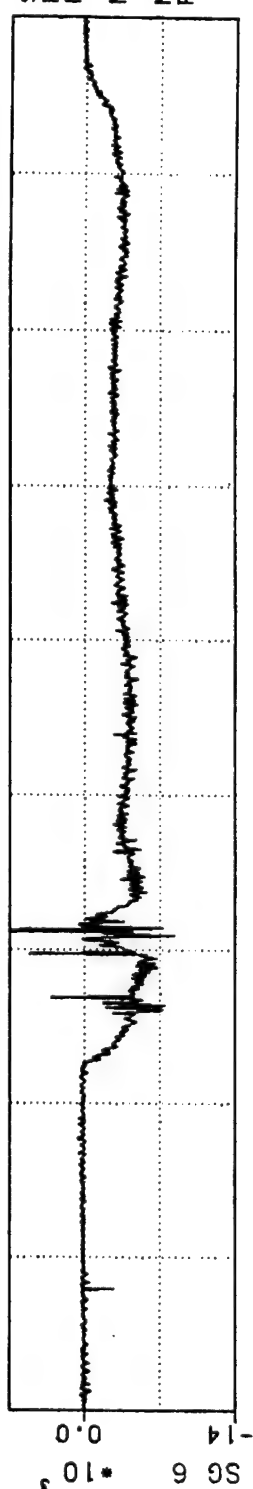
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



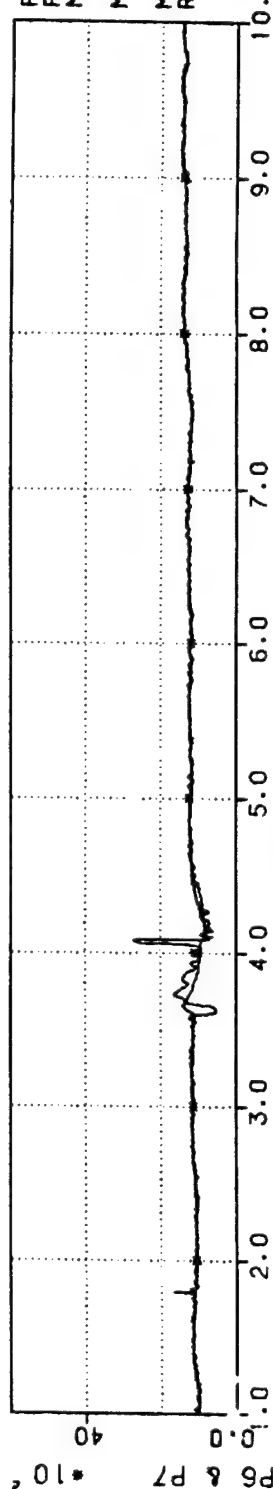
DP 3
FILE 26, CHAN 23
MAX = 4.489
MIN = 1.792 SEC
MEAN = 6.517 X10⁻³
RMS = 4.096 SEC
RMS = 2.811



RM S
FILE 26, CHAN 11
MAX = -6854.195
MIN = 4.096 SEC
MEAN = -2.198 X10⁴
RMS = 5.386 SEC
RMS = -1.770 X10⁴
RMS = 1.775 X10⁴



SG 6
FILE 26, CHAN 12
MAX = 7000.000
MIN = 4.122 SEC
MEAN = -8401.456
RMS = 4.096 SEC
RMS = -2289.671
RMS = 2935.095



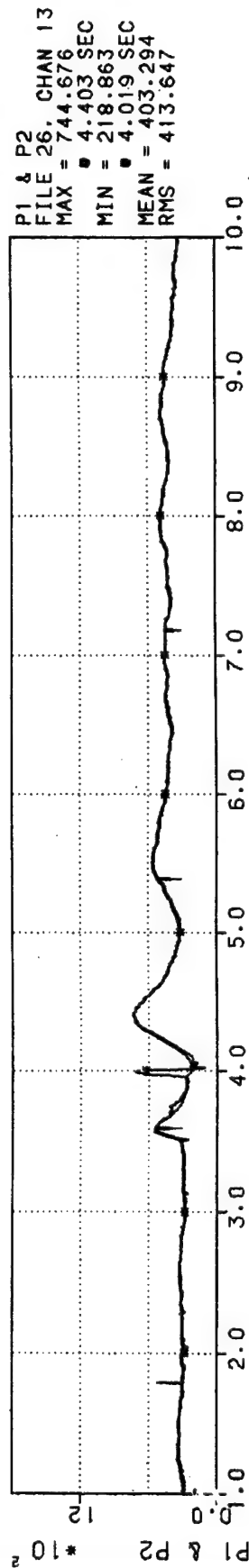
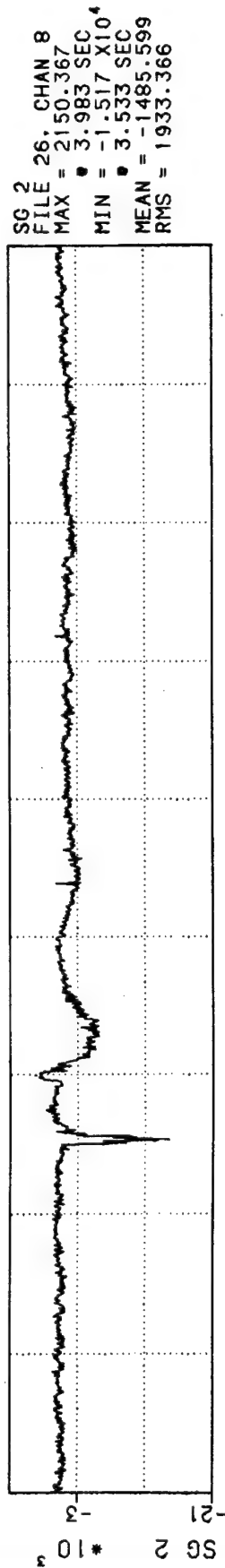
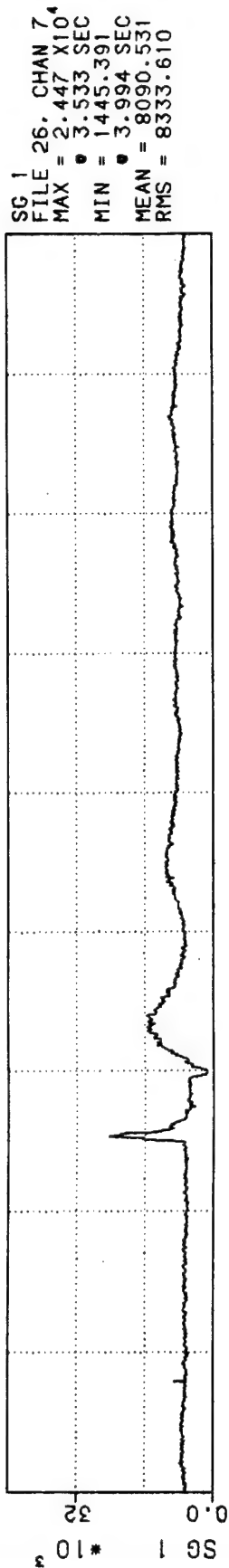
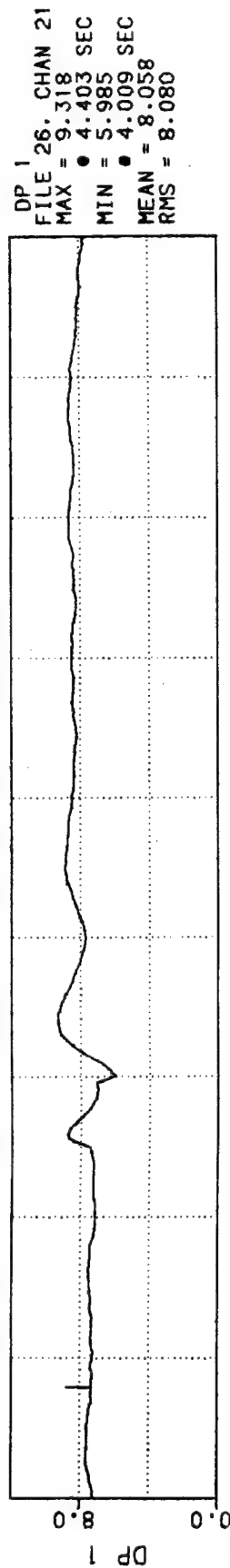
P6 & P7
FILE 26, CHAN 18
MAX = 1476.745
MIN = 9.185 SEC
MEAN = 801.415
RMS = 4.137 SEC
RMS = 1214.951
RMS = 1222.076

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 27 PAGE NO. 4

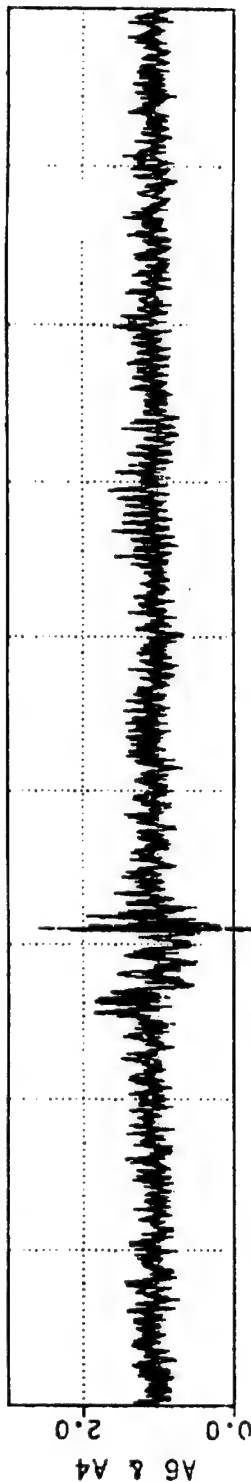
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



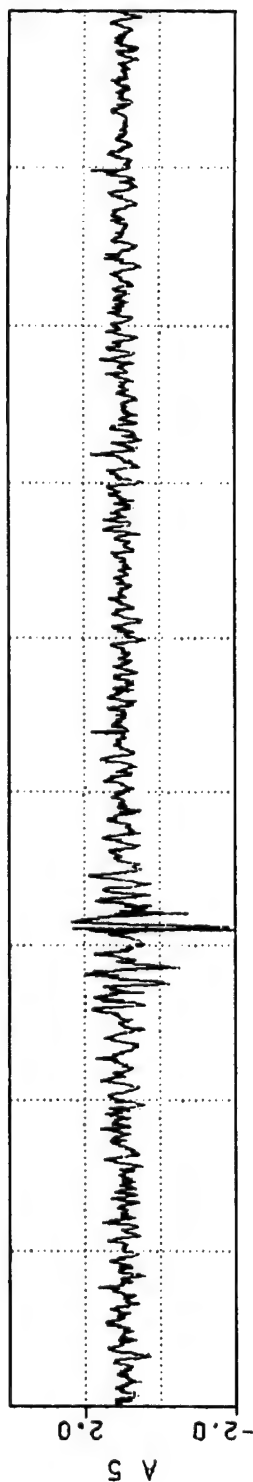
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 27 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

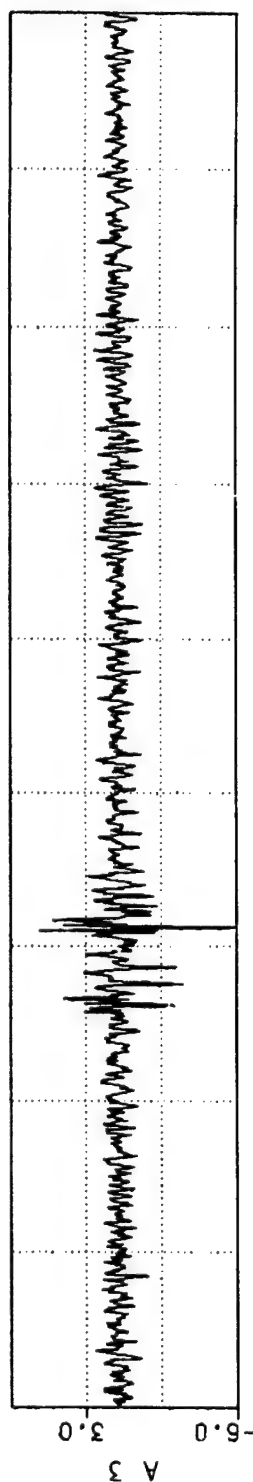
80 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



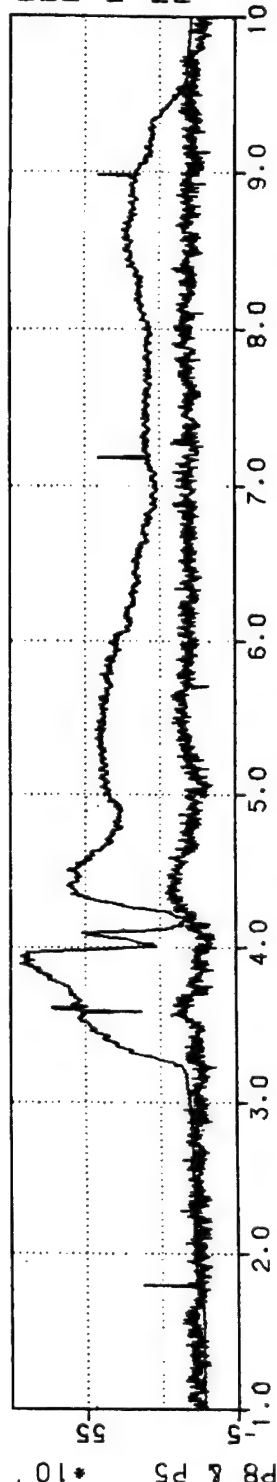
A6 & A4
FILE 26, CHAN 6
MAX = 2.591
MIN = 0.000 X10⁻¹⁰¹
MEAN = 1.012
RMS = 1.023



A 5
FILE 26, CHAN 5
MAX = 2.319
MIN = -2.000
MEAN = 0.963
RMS = 1.006



A 3
FILE 26, CHAN 3
MAX = 5.778
MIN = -6.000
MEAN = 1.072
RMS = 1.266



P8 & P5
FILE 26, CHAN 20
MAX = 812.324
MIN = 3.896 SEC
MEAN = 80.462
RMS = 308.958
RMS = 348.722

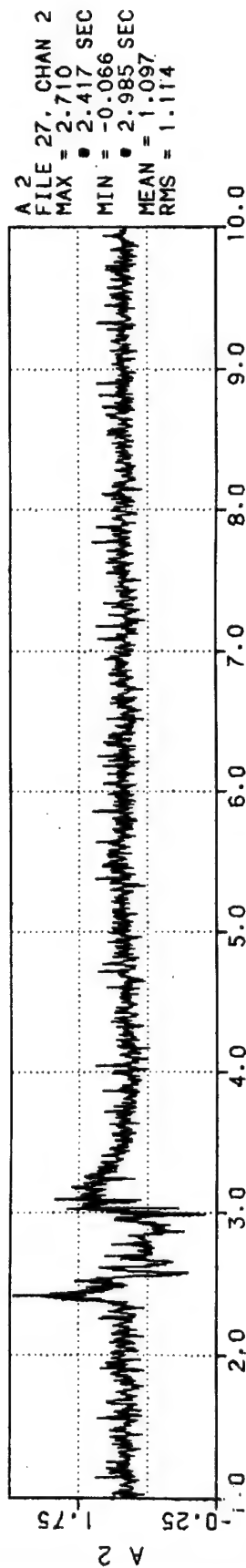
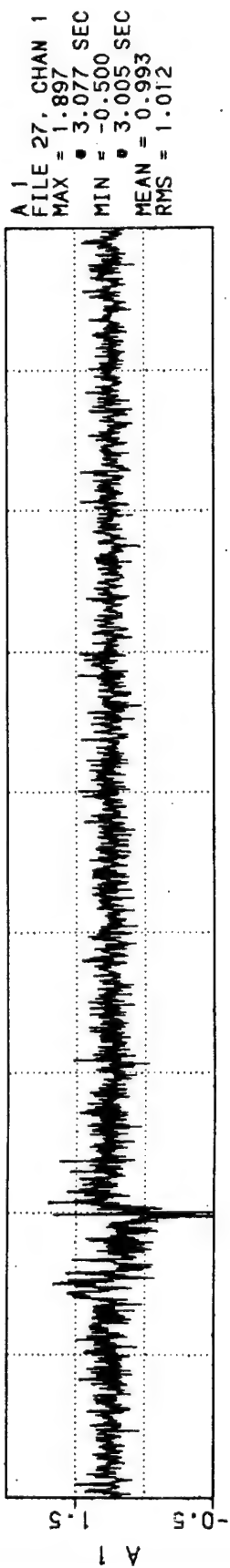
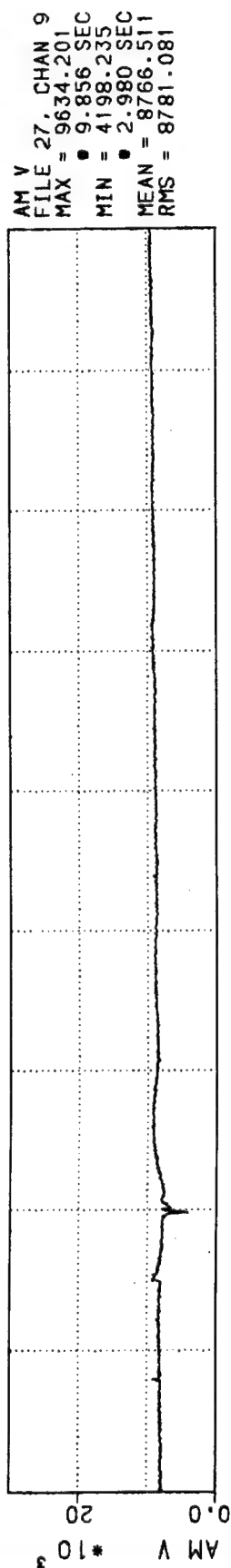
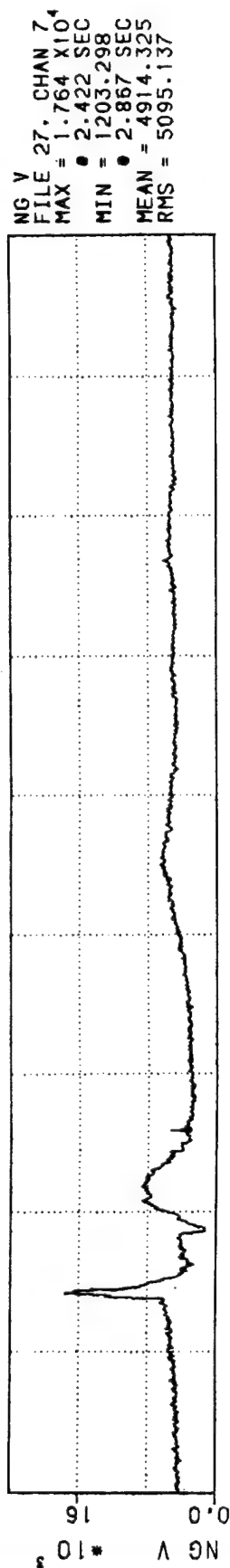
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 27 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



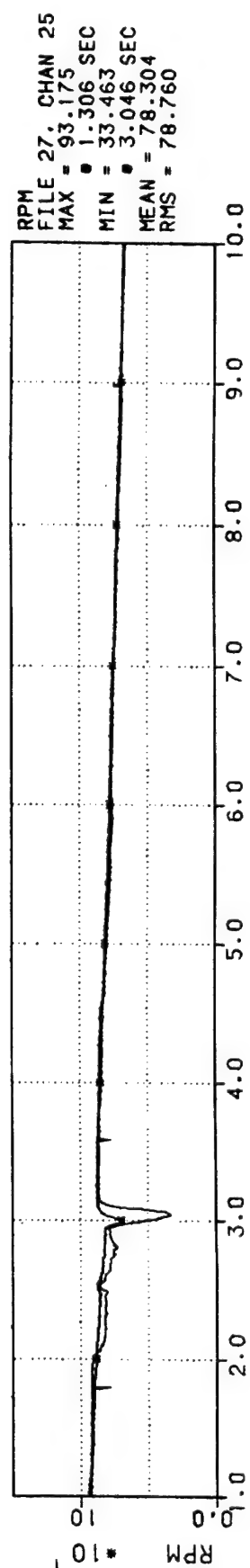
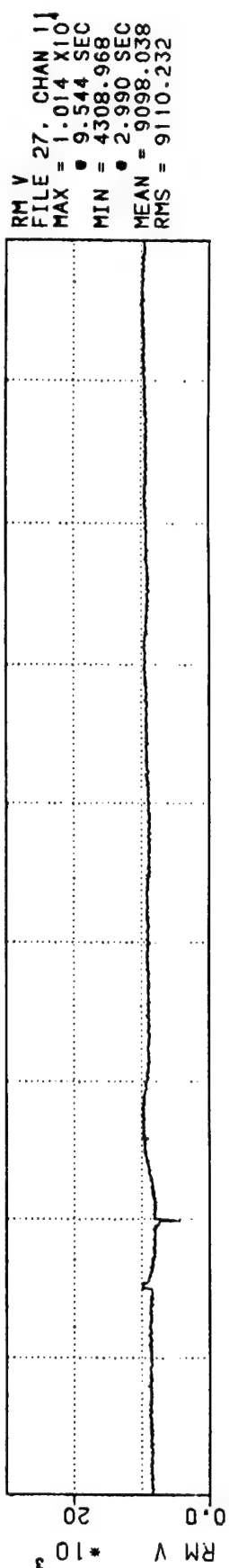
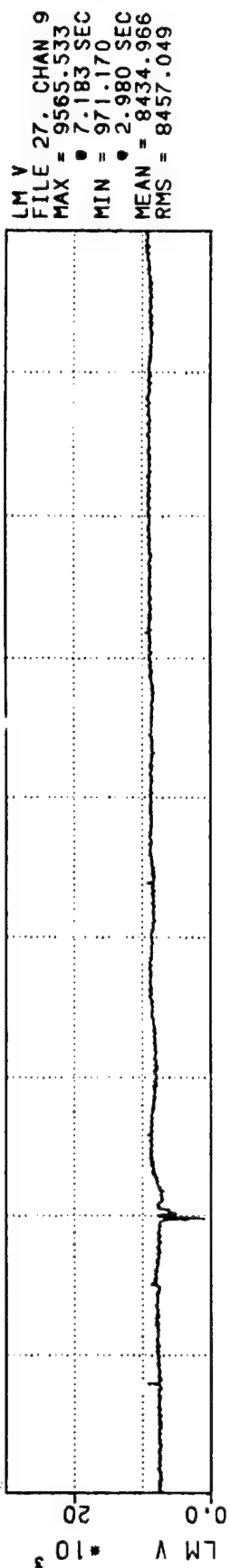
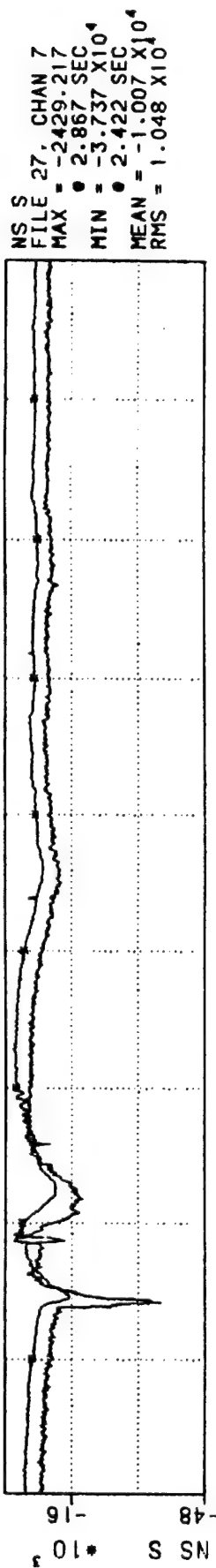
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 28 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

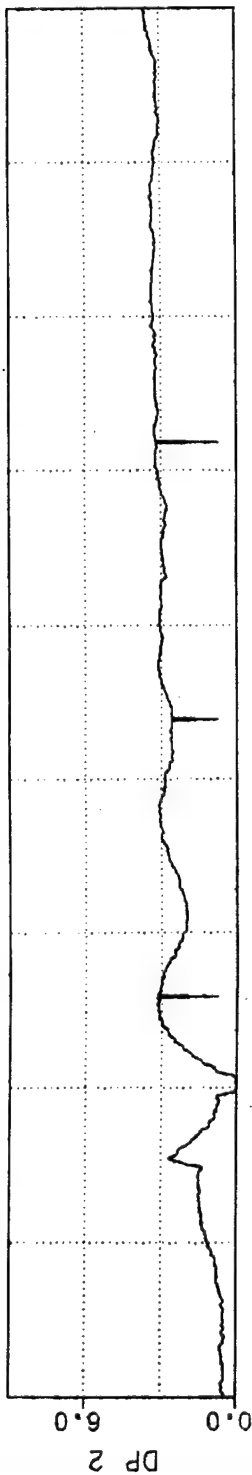
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



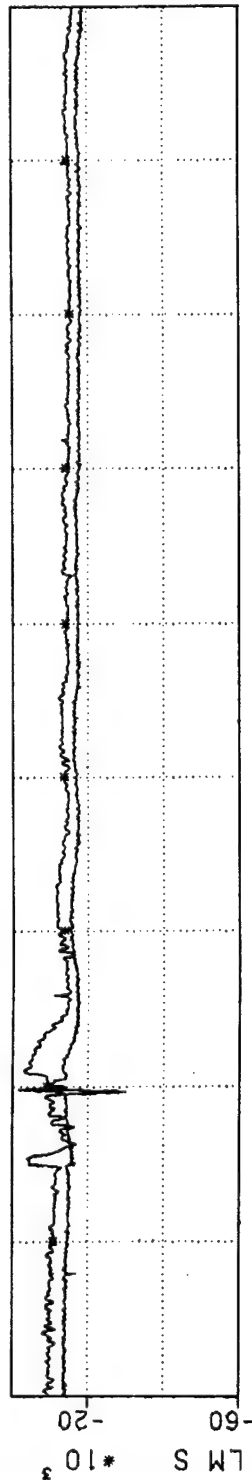
TIME - SECONDS
 RUN NO. 28
 PAGE NO. 2
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

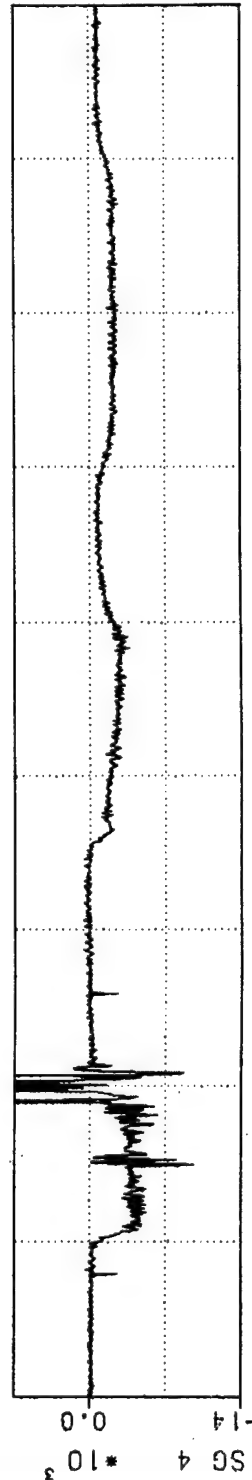
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



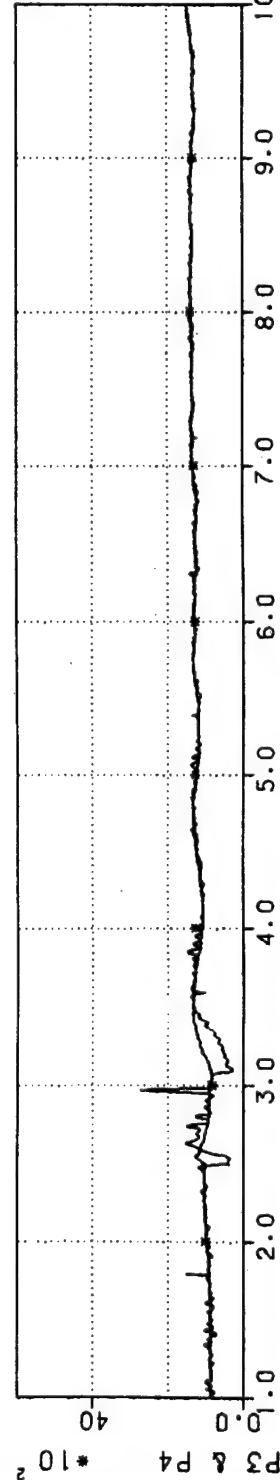
DP 2
FILE 27, CHAN 22
MAX = 3.597
MIN = 0.000 X10⁻¹⁰¹
MEAN = 2.486
RMS = 2.665



LM S
FILE 27, CHAN 9
MAX = -1767.914
MIN = -1.902 X10⁴
MEAN = -1.649 X10⁴
RMS = 1.656 X10⁴



SG 4
FILE 27, CHAN 10
MAX = 7000.000
MIN = -9622.672
MEAN = -1420.677
RMS = 2071.140



P3 & P4
FILE 27, CHAN 15
MAX = 1507.228
MIN = 818.417
MEAN = 1207.511
RMS = 1219.378

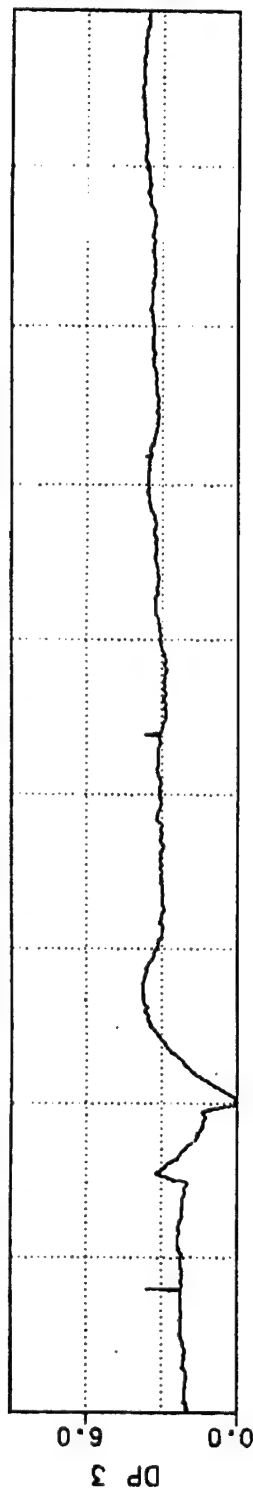
TIME - SECONDS

DELTA T (MSEC) = 5.120

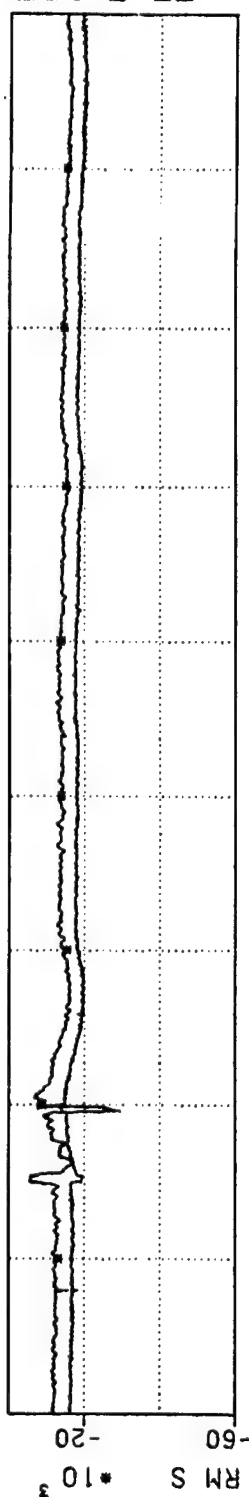
RUN NO. 28 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

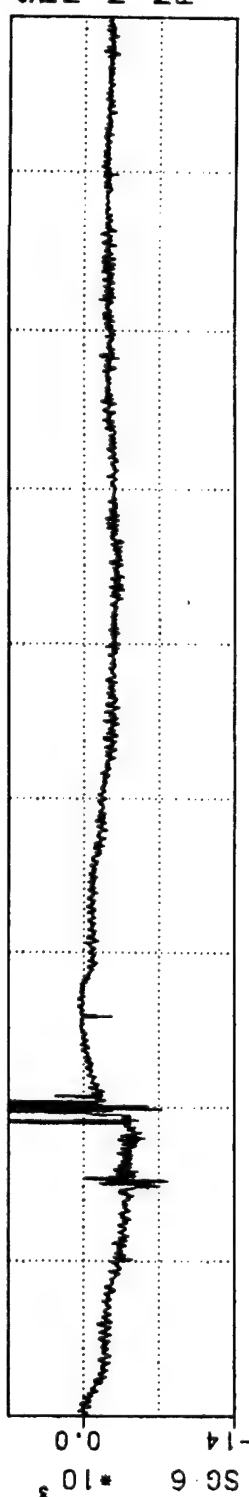
90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



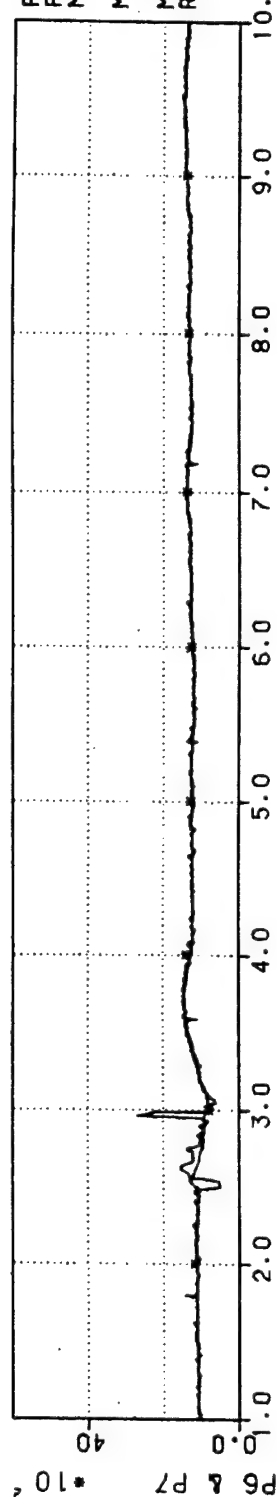
DP 3
FILE 27, CHAN 23
MAX = 3.845
MIN = 0.014
MEAN = 2.995 SEC
RMS = 2.967
RMS = 3.045



RM S
FILE 27, CHAN 11
MAX = -7862.383
MIN = -2.990 SEC
MEAN = -2.041 X10⁴
RMS = -1.798 X10⁴
RMS = 1.802 X10⁴



SG 6
FILE 27, CHAN 12
MAX = 7000.000
MIN = 3.031 SEC
MEAN = -7772.680
RMS = 2.519 SEC
RMS = -2107.430
RMS = 2466.116



P6 & P7
FILE 27, CHAN 18
MAX = 1480.402
MIN = 9.498 SEC
MEAN = 805.072
RMS = 3.016 SEC
RMS = 1246.122
RMS = 1253.028

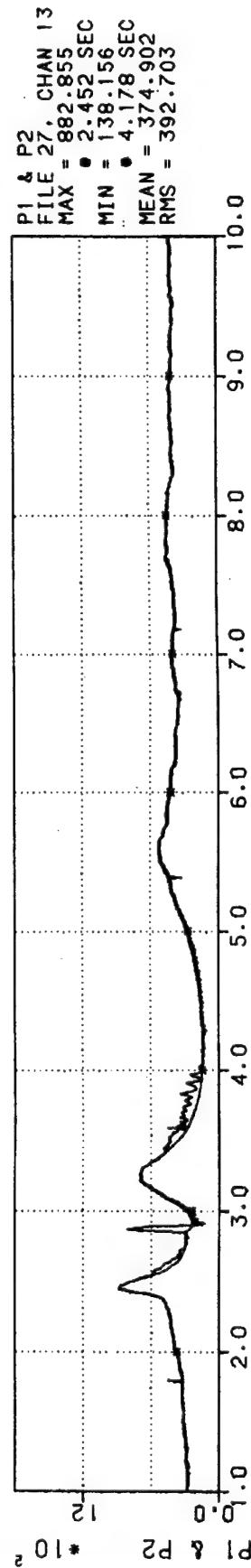
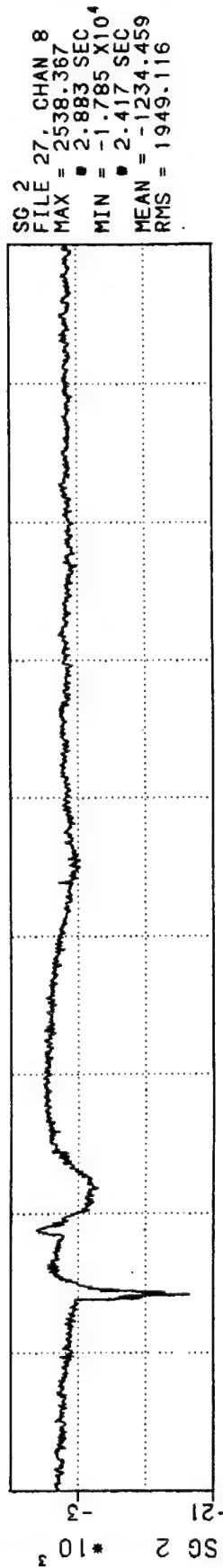
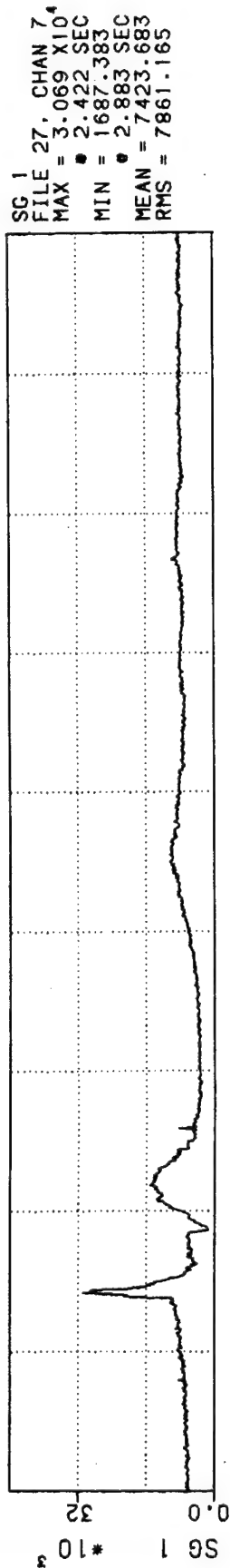
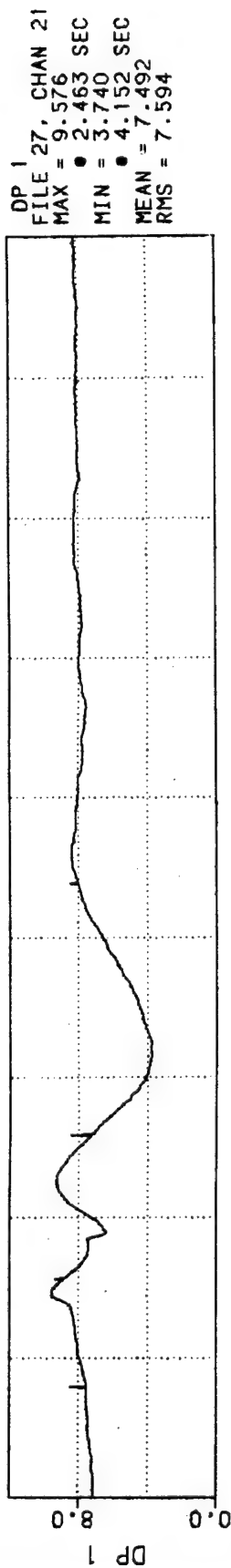
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 28 PAGE NO. 4

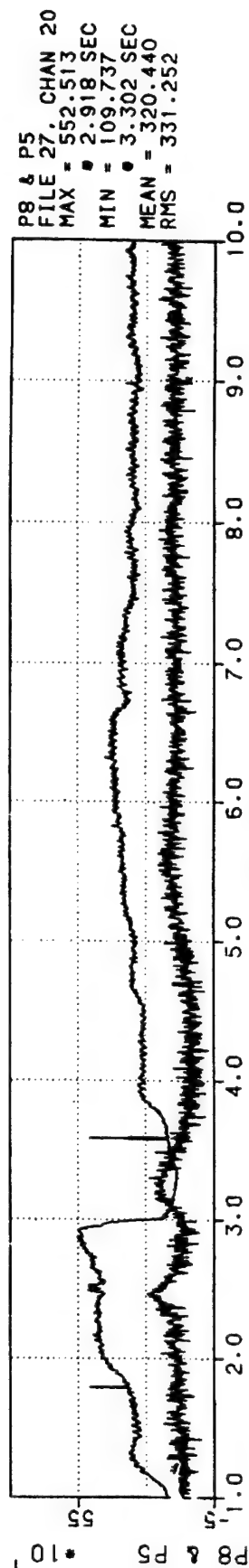
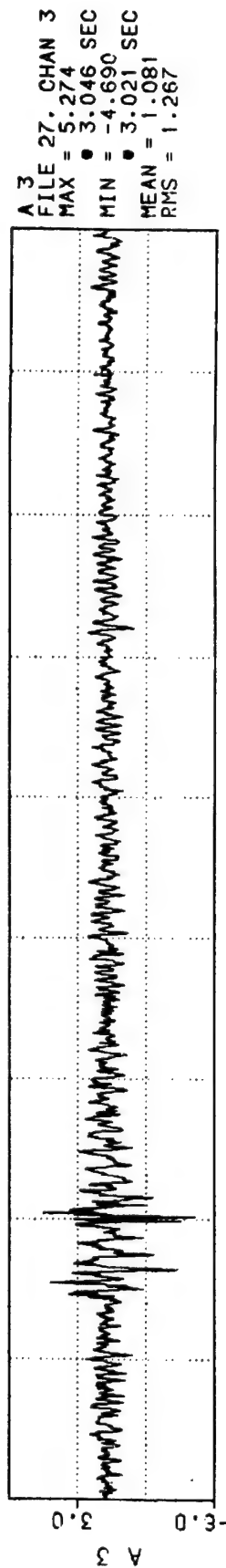
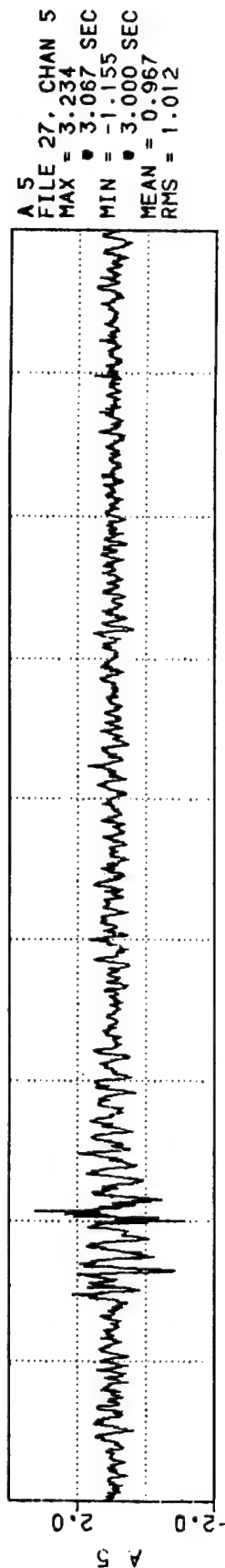
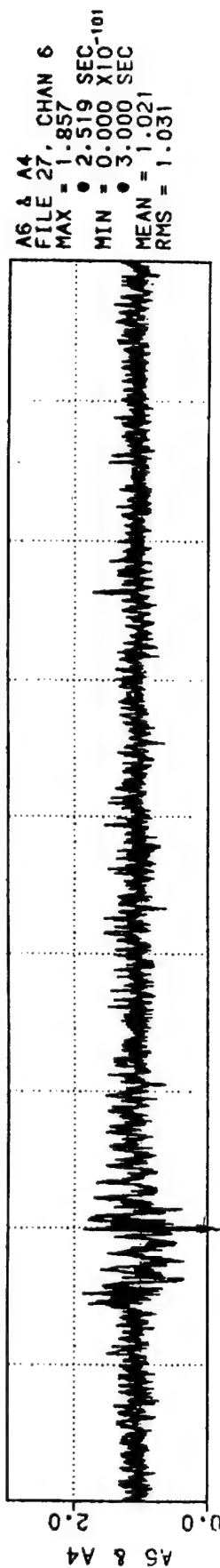
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 28 PAGE NO. 5

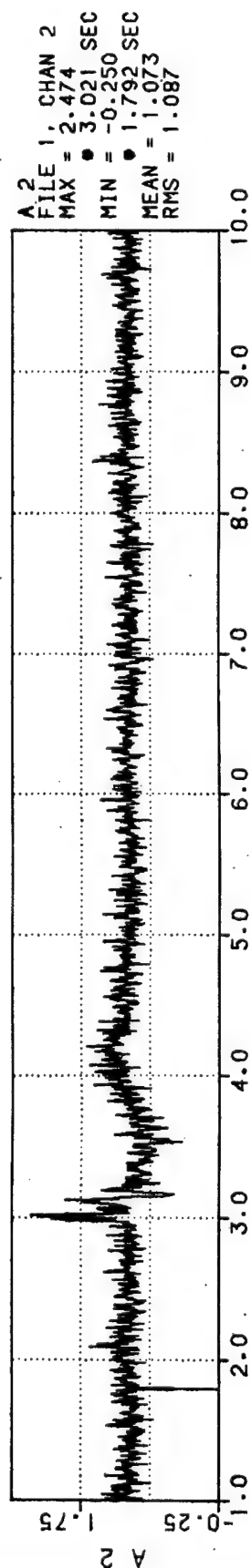
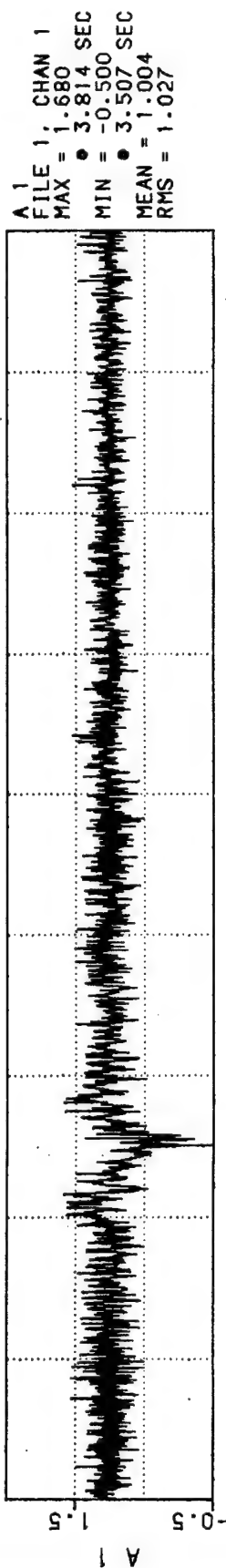
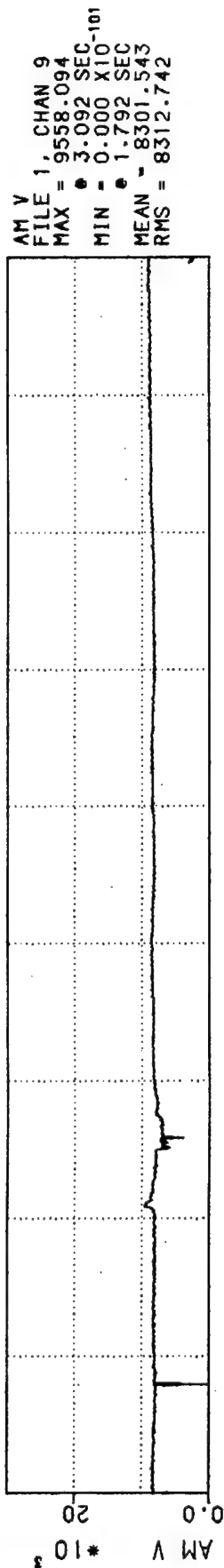
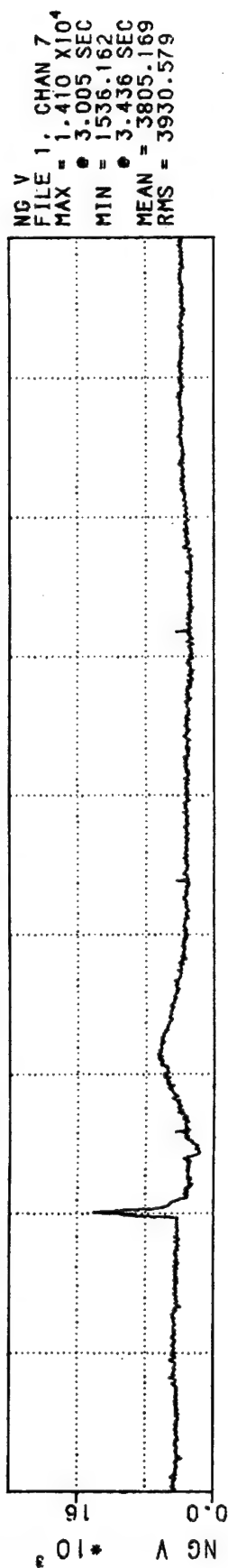
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 90 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 28
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



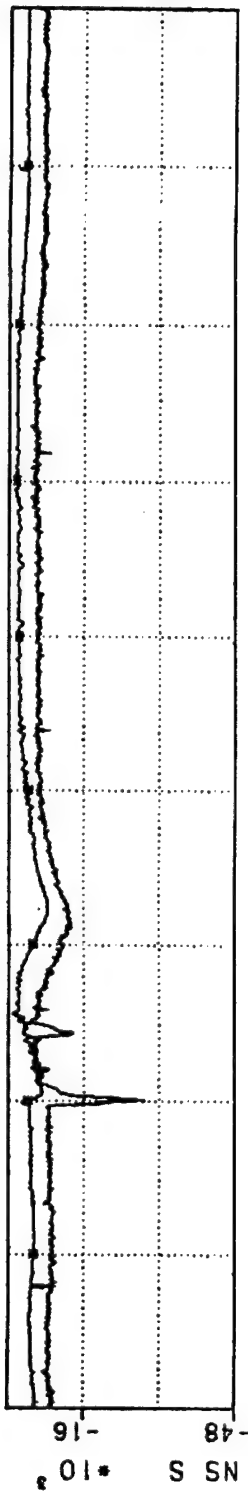
TIME - SECONDS

DELTA T (MSEC) = 5.120

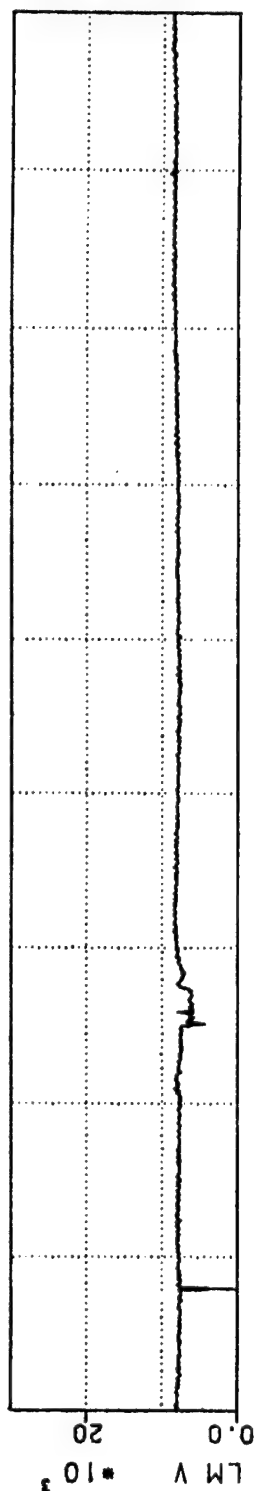
RUN NO. 29 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

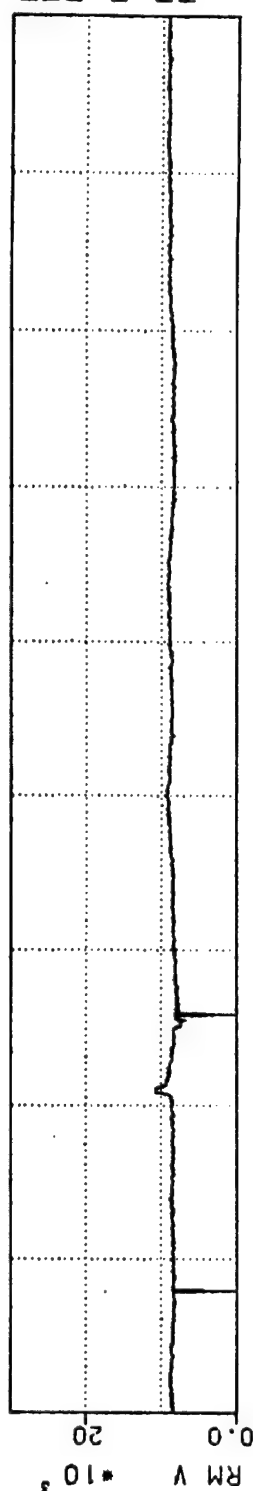
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



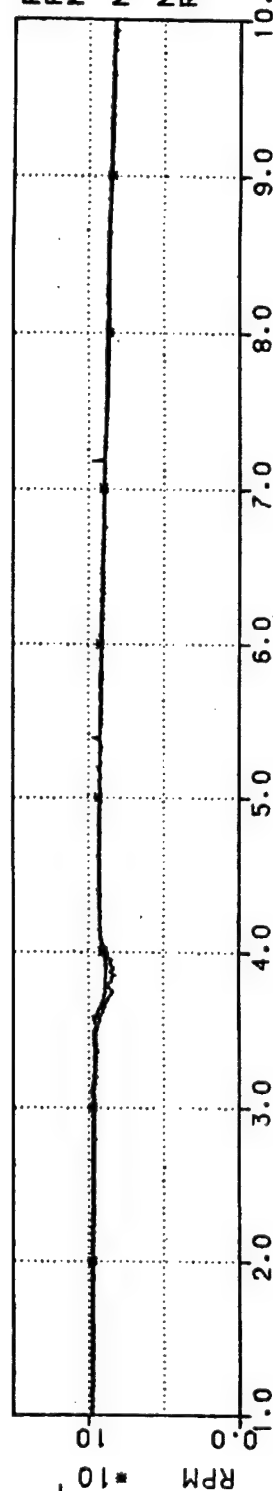
FILE 1, CHAN 7
MAX = -3050.374
MIN = 3.436 SEC
MEAN = -2.887 X10⁴
RMS = 3.005 SEC
-7687.999
7948.334



FILE 1, CHAN 9
MAX = 8998.557
MIN = 8.980 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 1.792 SEC
-7939.893
7954.733



FILE 1, CHAN 11
MAX = 1.079 X10⁴
MIN = 3.098 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 3.589 SEC
8663.221
8676.301



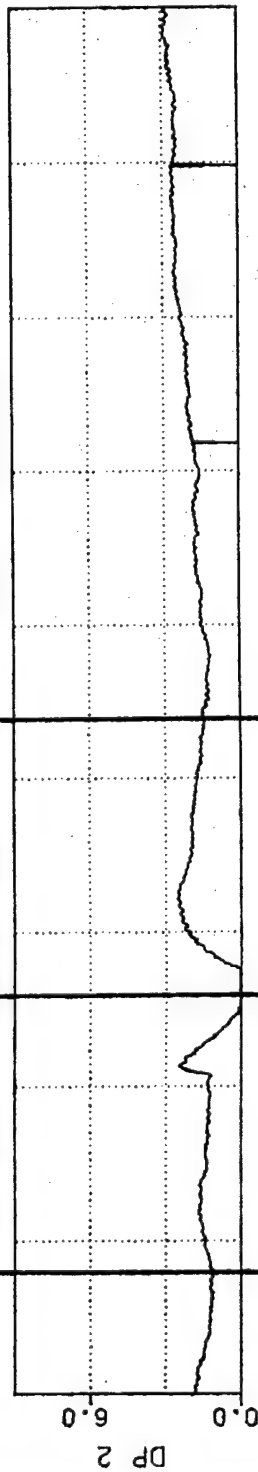
FILE 1, CHAN 25
MAX = 97.926
MIN = 1.341 SEC
MEAN = 82.404
RMS = 9.994 SEC
90.988
91.090

TIME - SECONDS

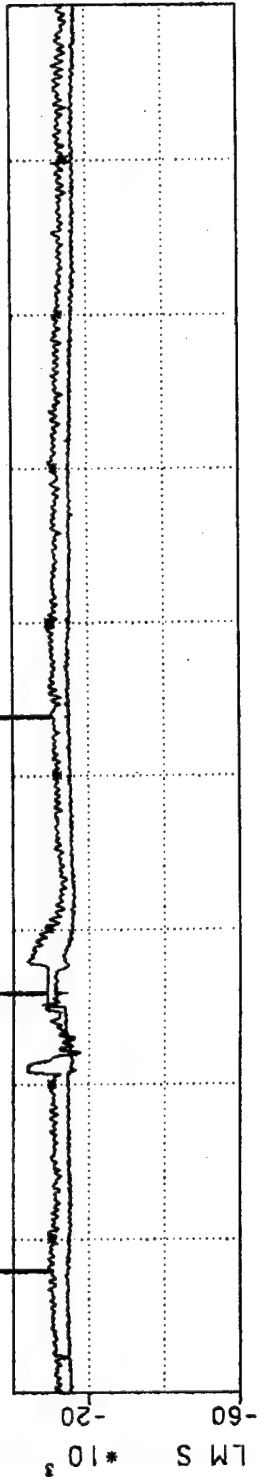
RUN NO. 29 PAGE NO. 2 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

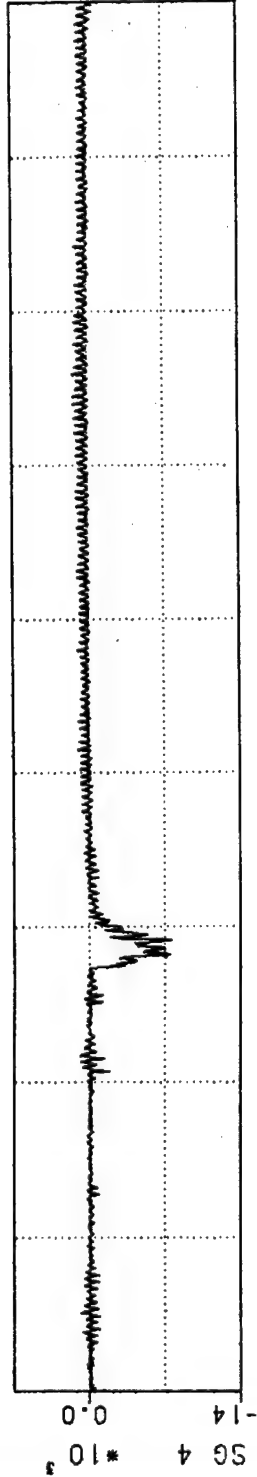
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



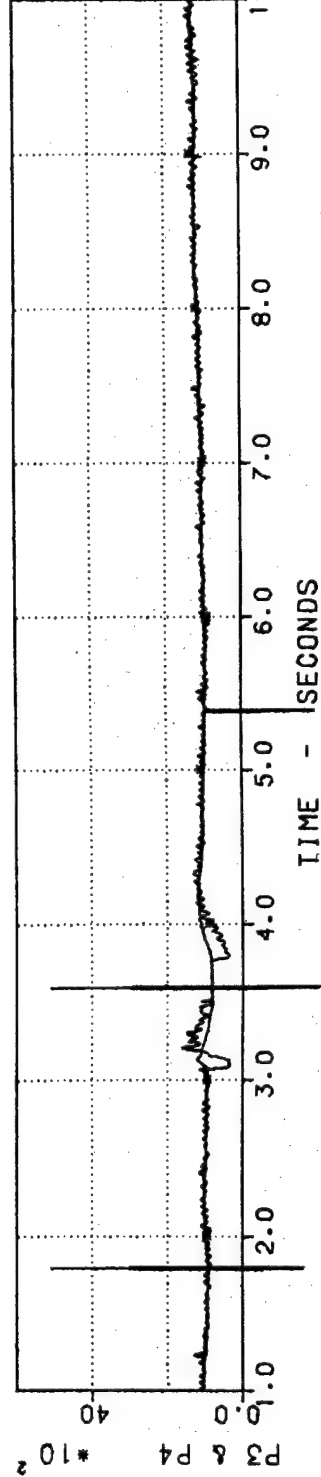
DP 2
FILE 1, CHAN 22
MAX = 2.922
MIN = 0.000 $\times 10^{-101}$
MEAN = 1.782
RMS = 1.886



LM S
FILE 1, CHAN 9
MAX = -7735.016
MIN = -1.760 $\times 10^4$
MEAN = -1.524 $\times 10^4$
RMS = 1.528 $\times 10^4$



SG 4
FILE 1, CHAN 10
MAX = 1280.852
MIN = -7678.020
MEAN = -3.912 SEC
RMS = 901.109

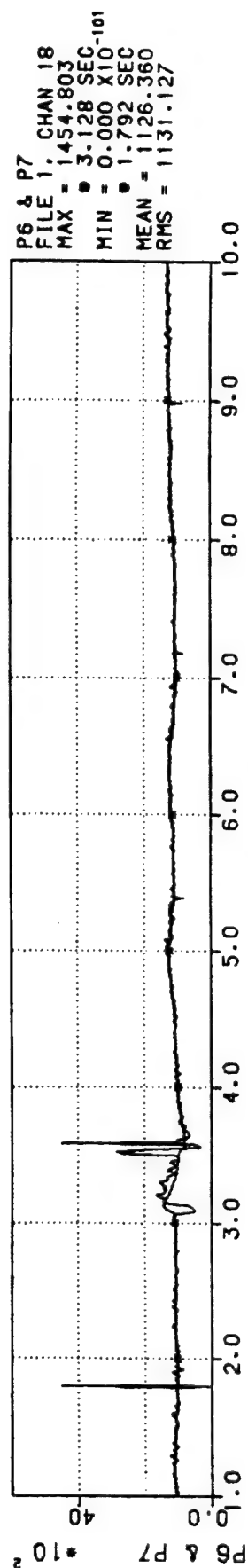
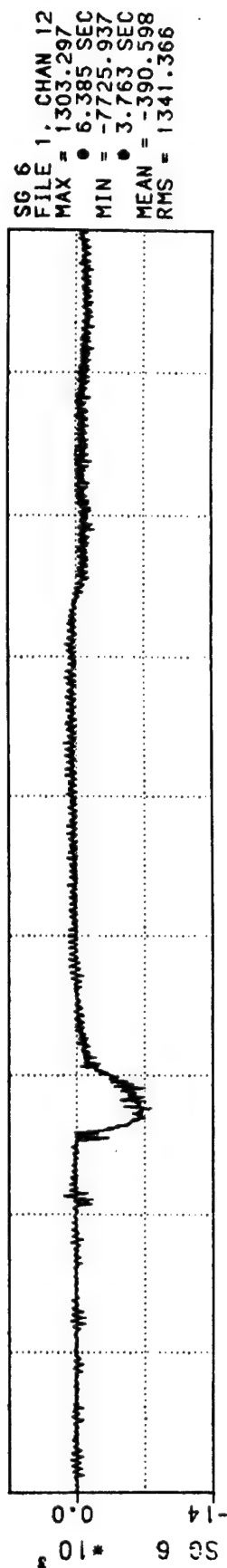
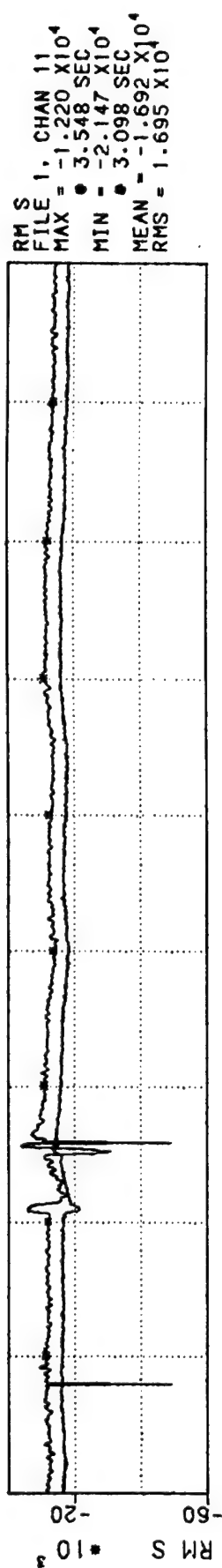
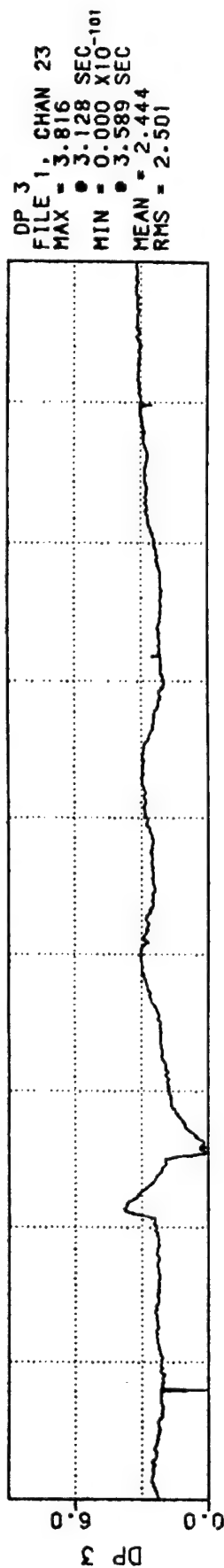


P3 & P4
FILE 1, CHAN 15
MAX = 5074.633
MIN = 792.769
MEAN = 1049.723
RMS = 1063.692

DELTA T (MSEC) = 5.120

RUN NO. 29 PAGE NO. 3

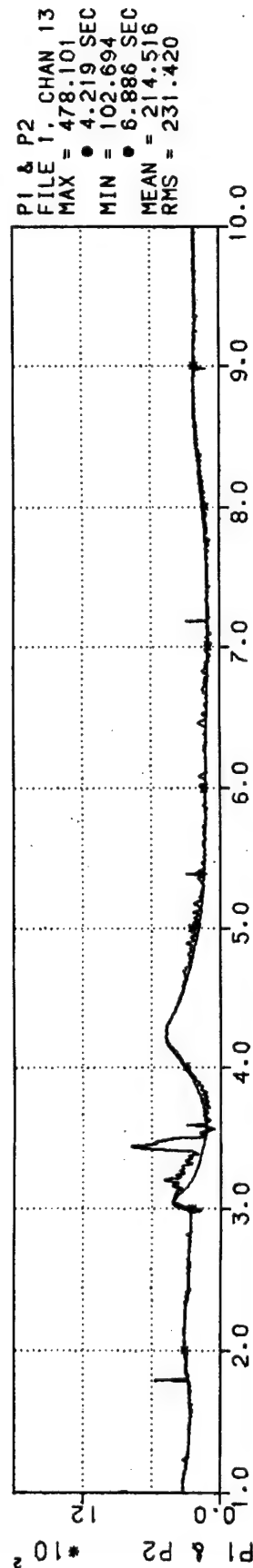
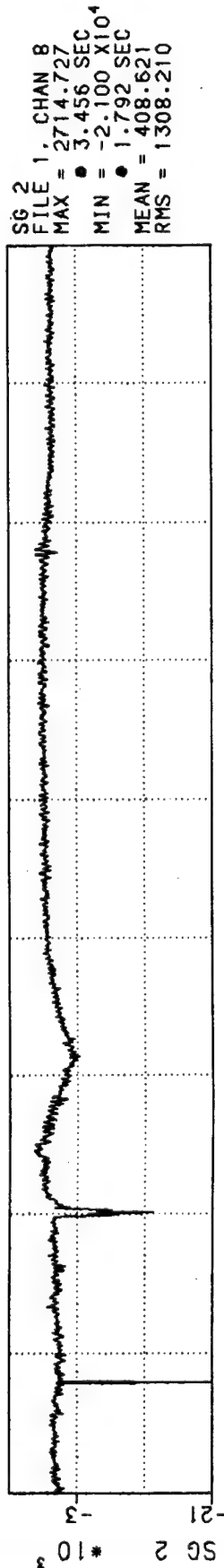
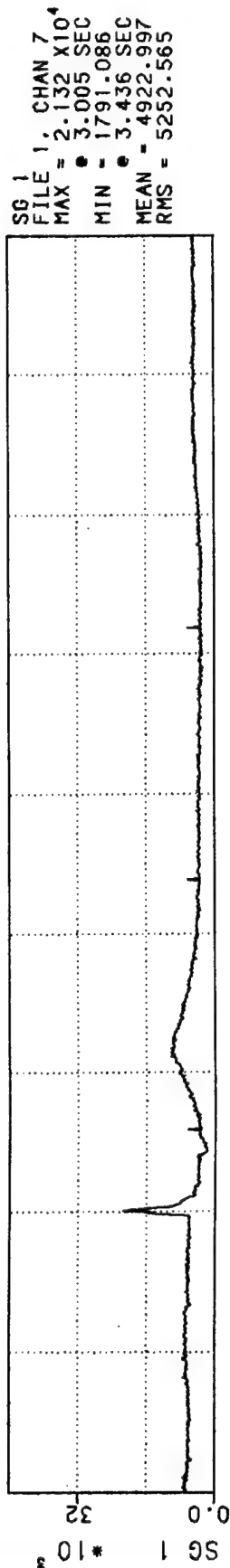
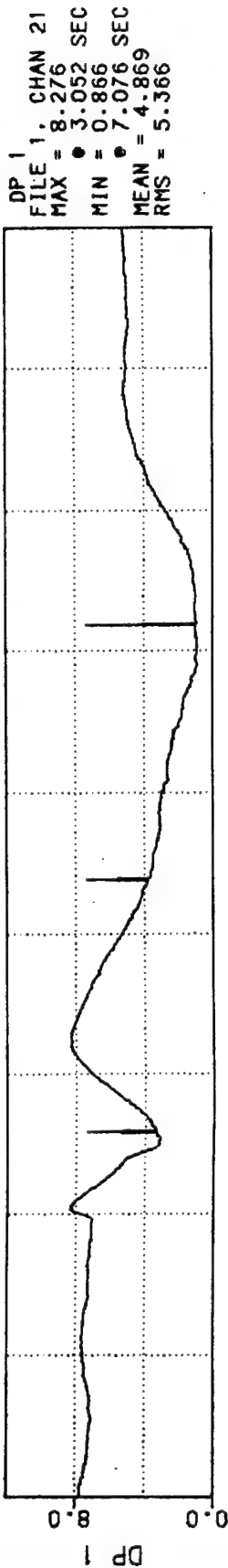
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 29
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

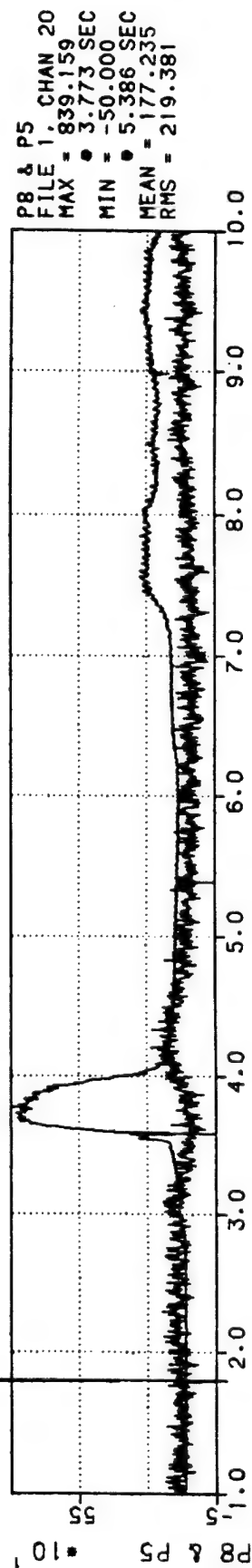
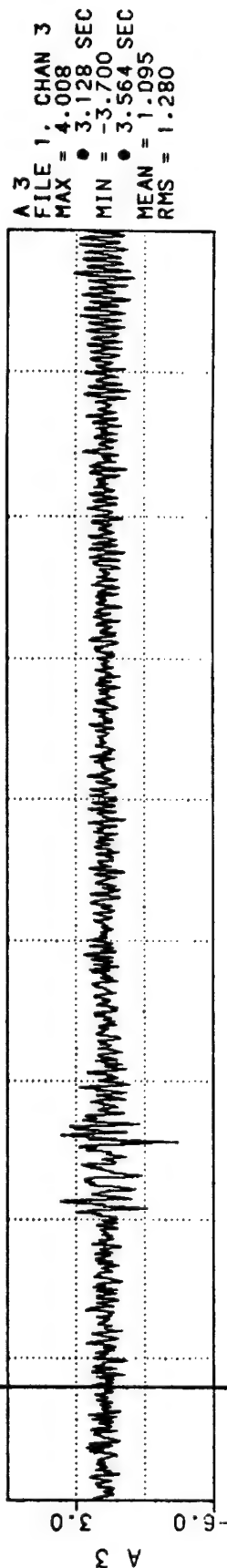
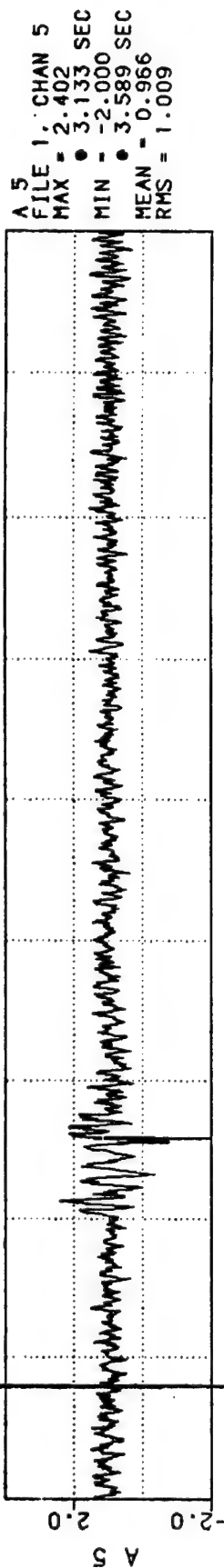
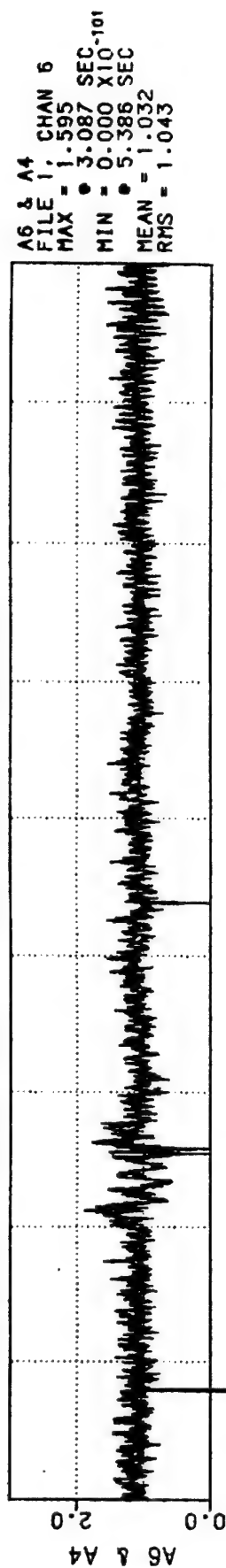


TIME - SECONDS

DELTA T (MSEC) = 5.120

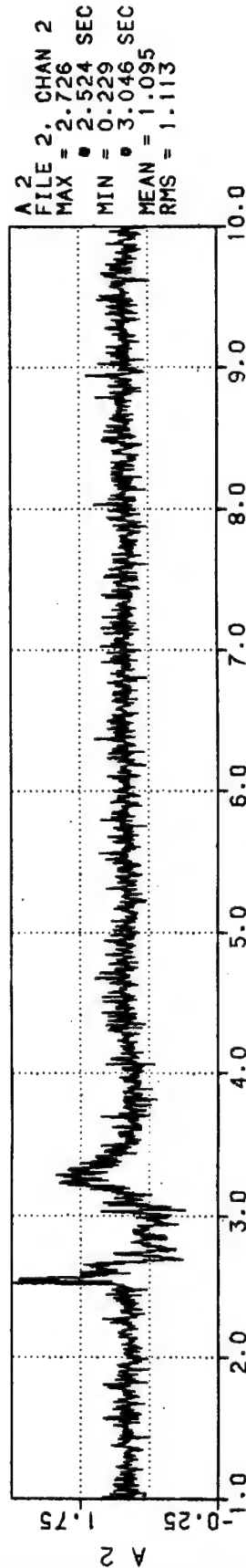
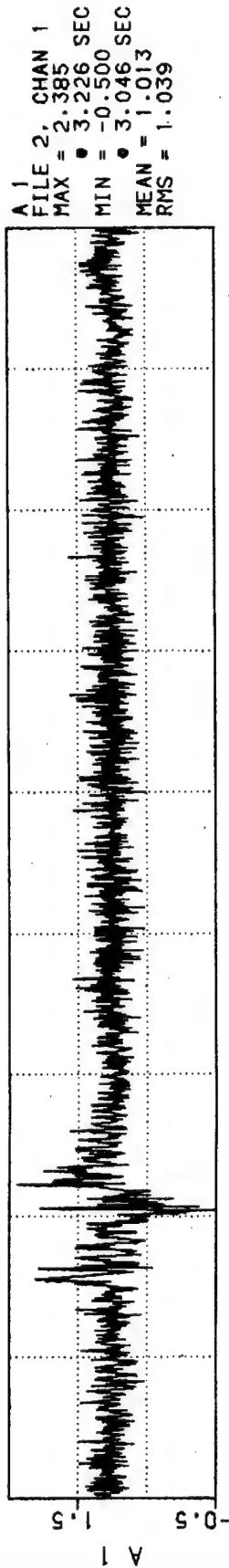
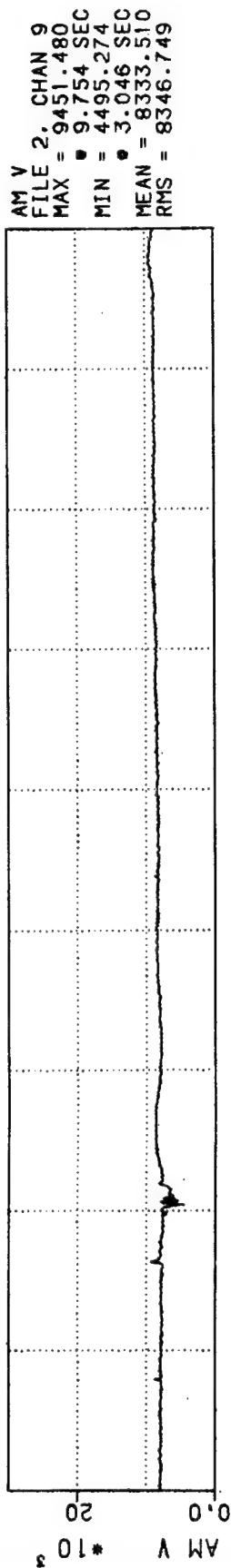
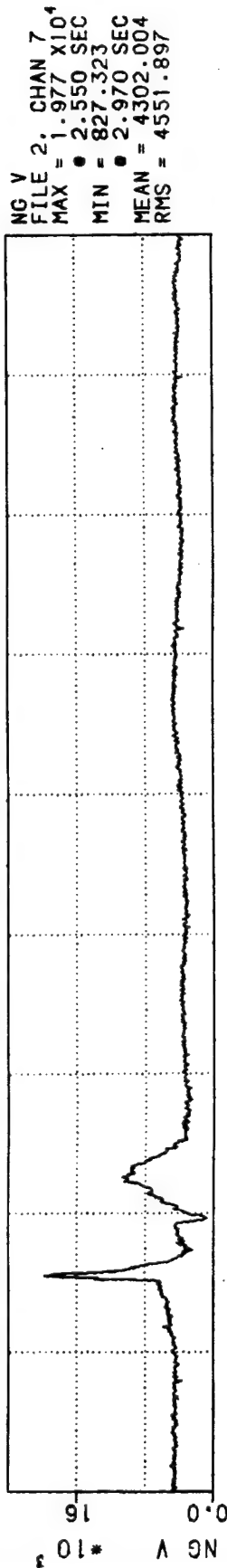
RUN NO. 29 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
RUN NO. 29
PAGE NO. 6
DELTA T (MSEC) = 5.120

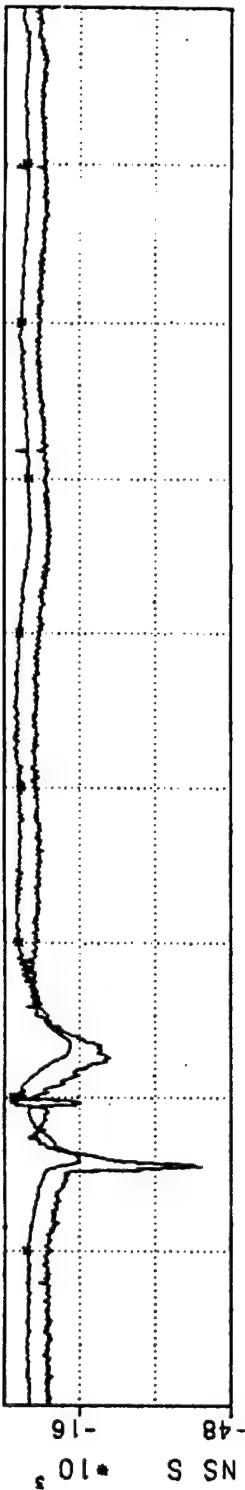
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



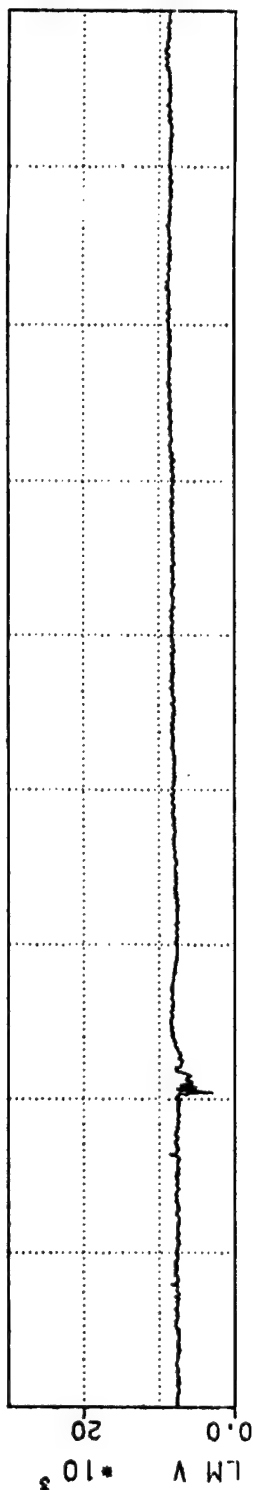
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 30 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

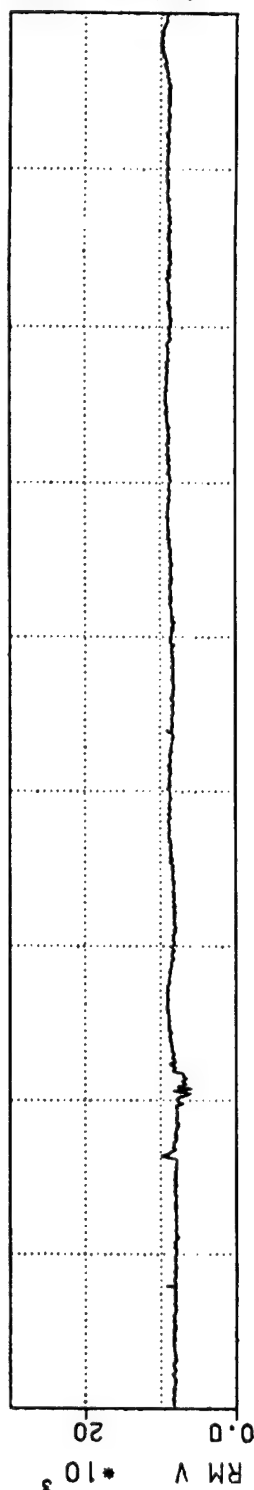
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



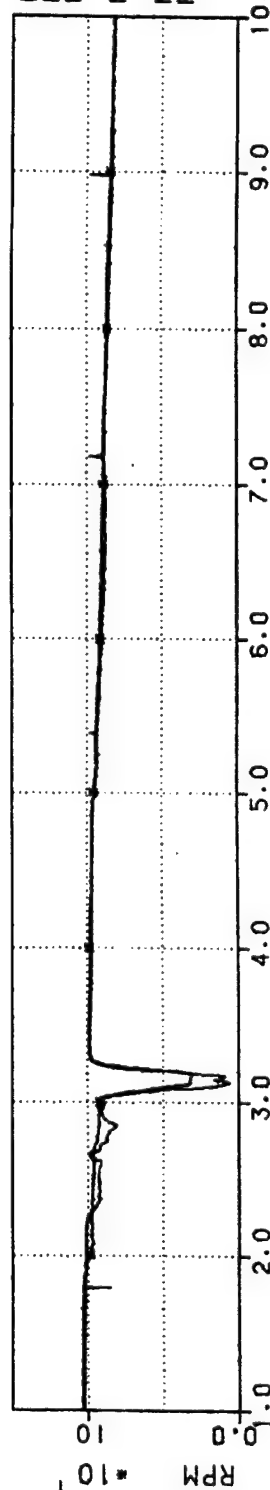
NS S
FILE 2, CHAN 7
MAX = -1664.447
MIN = -4.184 X10⁴
MEAN = -8712.367
RMS = 9293.775



LM V
FILE 2, CHAN 9
MAX = 9303.117
MIN = 2978.108
MEAN = 8085.411
RMS = 8101.514



RM V
FILE 2, CHAN 11
MAX = 9975.479
MIN = 5849.971
MEAN = 8581.608
RMS = 8594.461

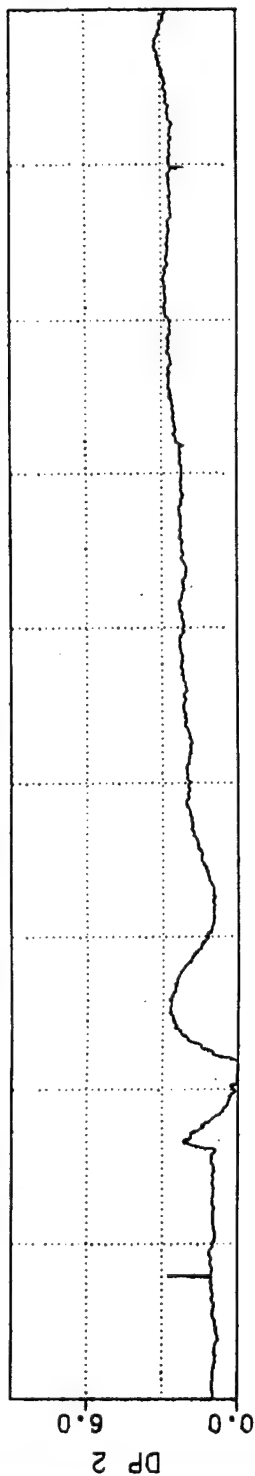


RPM
FILE 2, CHAN 25
MAX = 103.153
MIN = 1.306 SEC
MEAN = 5.428
RMS = 91.294

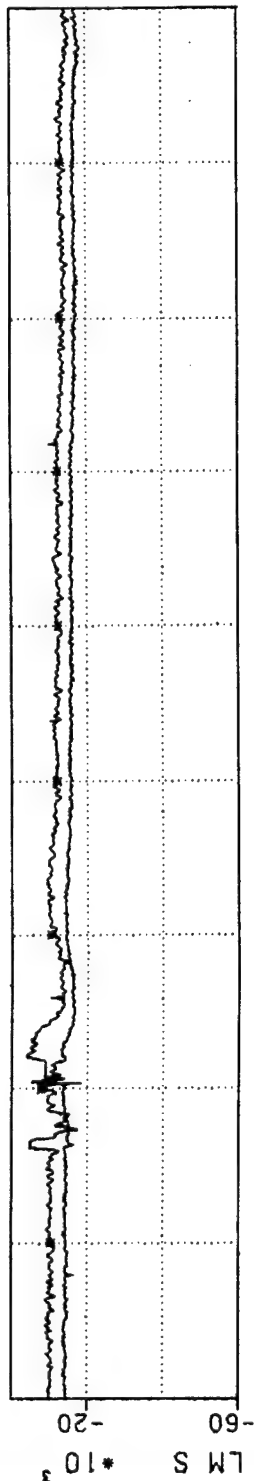
TIME - SECONDS
RUN NO. 30
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

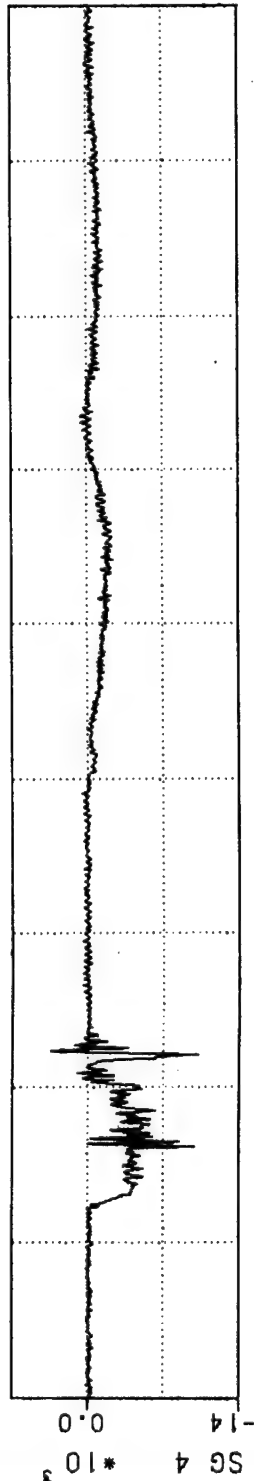
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



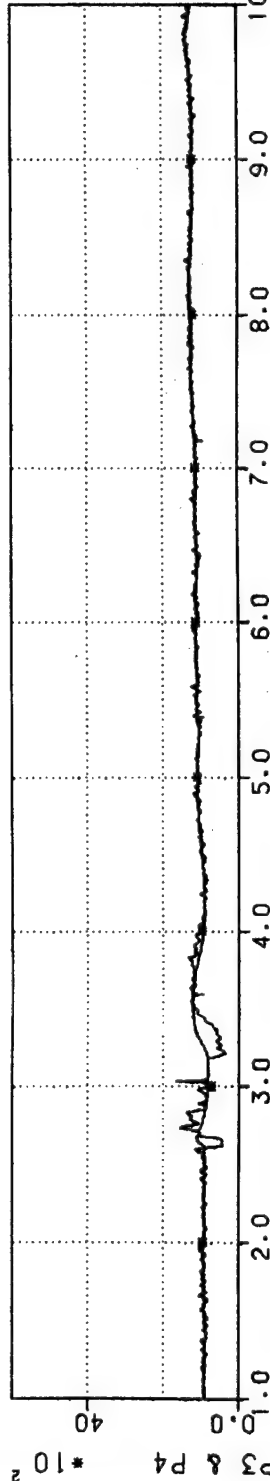
DP 2
FILE 2, CHAN 22
MAX = 3.240
MIN = 0.000 X10⁻¹⁰¹
MEAN = 1.944
RMS = 2.093



LM S
FILE 2, CHAN 9
MAX = -5430.883
MIN = -1.849 X10⁴
MEAN = -1.558 X10⁴
RMS = 1.564 X10⁴



SG 4
FILE 2, CHAN 10
MAX = 3385.801
MIN = -1.014 X10⁴
MEAN = -884.669
RMS = 1553.953

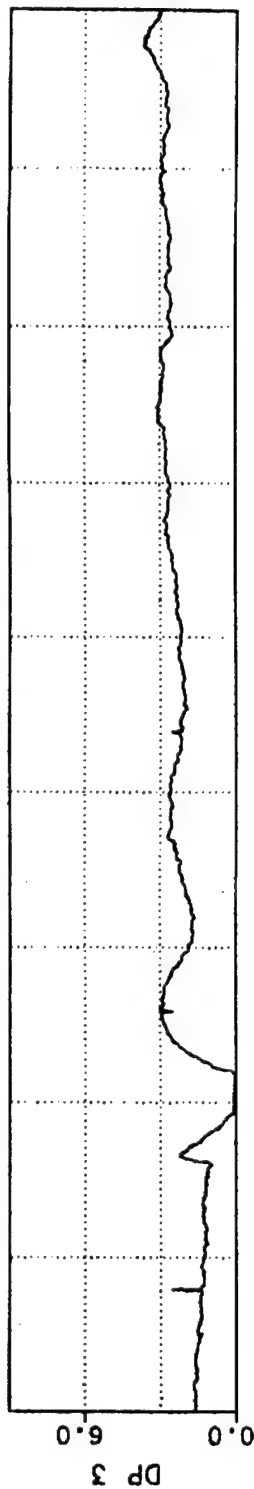


P3 & P4
FILE 2, CHAN 15
MAX = 1387.541
MIN = 802.540
MEAN = 1083.435
RMS = 1091.788

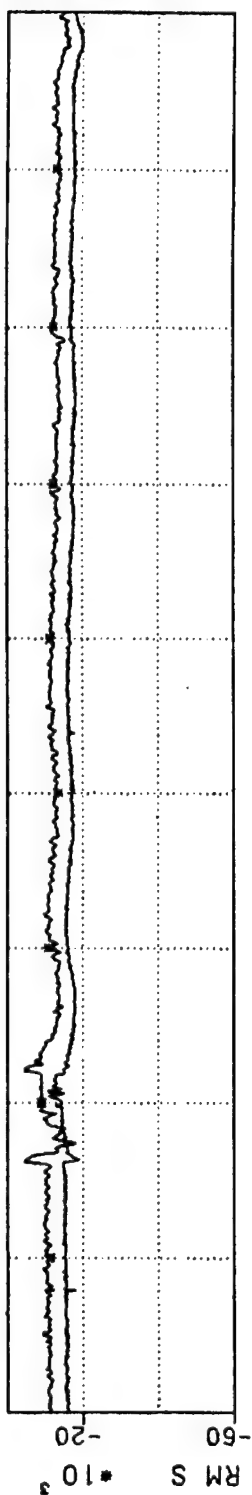
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 30 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

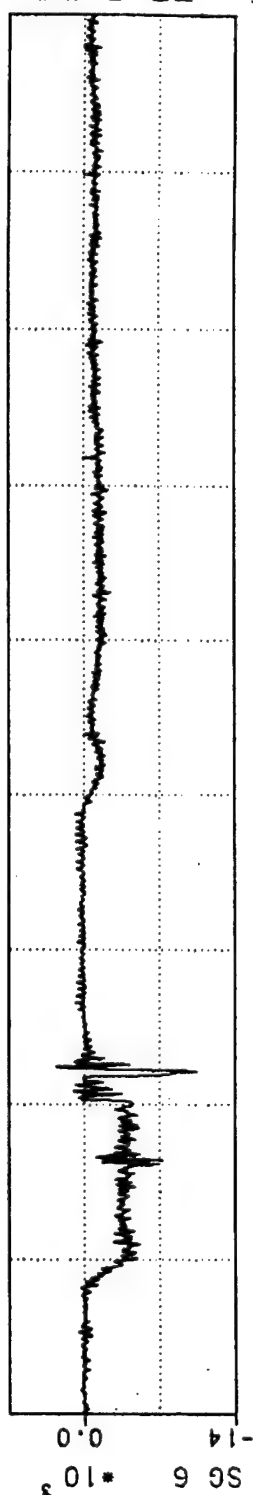
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



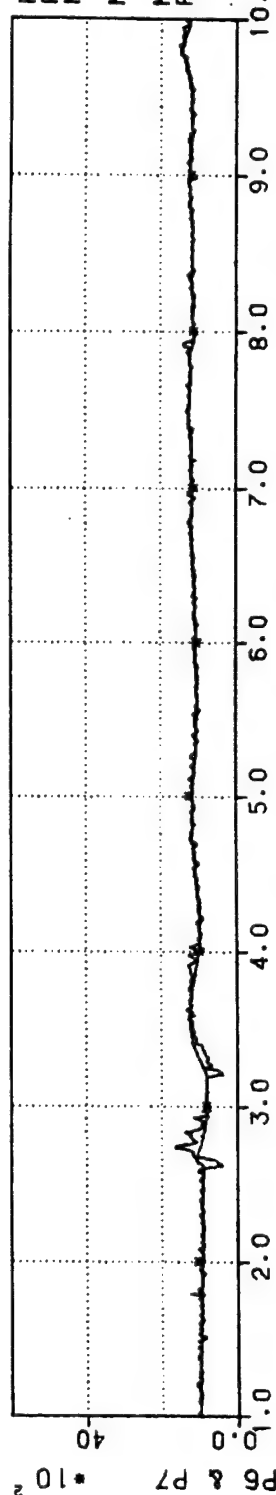
DP 3
FILE 2, CHAN 23
MAX = 3.669
MIN = 0.019
MEAN = 2.222
RMS = 2.341



RM S
FILE 2, CHAN 11
MAX = -1.069 X10⁴
MIN = -2.001 X10⁴
MEAN = -1.666 X10⁴
RMS = 1.670 X10⁴



SG 6
FILE 2, CHAN 12
MAX = 2611.148
MIN = -1.052 X10⁴
MEAN = -1.118 X10⁴
RMS = 1721.216



P6 & P7
FILE 2, CHAN 18
MAX = 1453.584
MIN = 783.130
MEAN = 1095.764
RMS = 1102.722

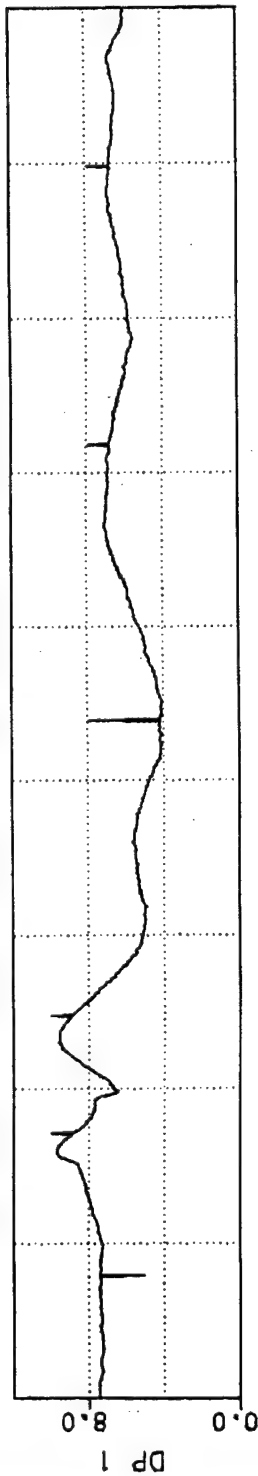
TIME - SECONDS

DELTA T (MSEC) = 5.120

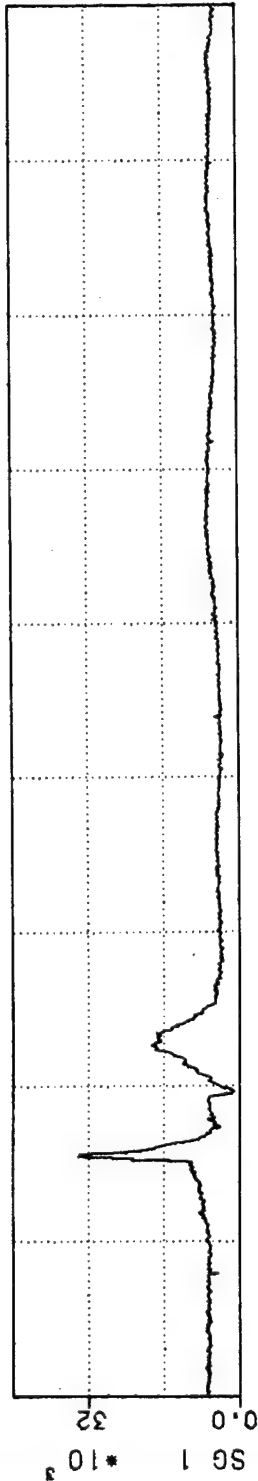
RUN NO. 30 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

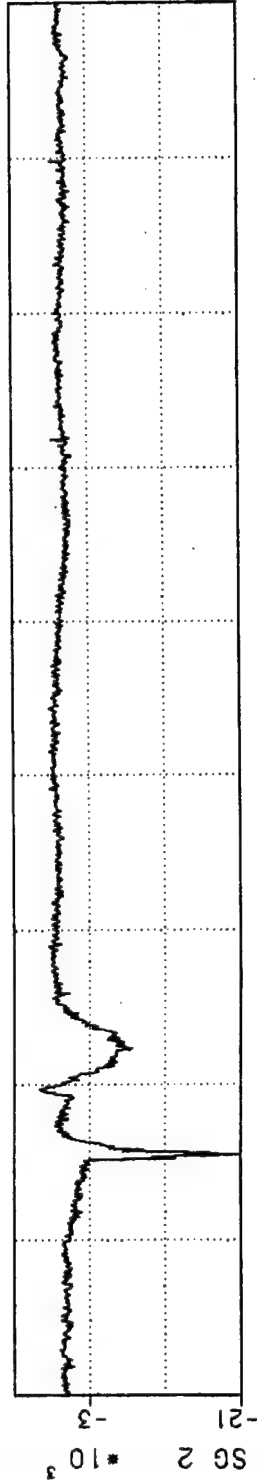
100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING



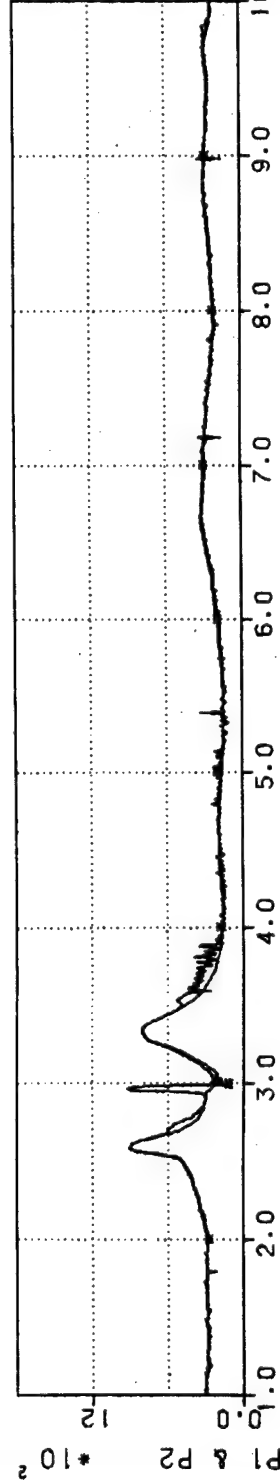
DP 1
FILE 2, CHAN 21
MAX = 9.994
MIN = 2.714 SEC
MEAN = 4.075
RMS = 5.509 SEC
RMS = 6.611



SG 1
FILE 2, CHAN 7
MAX = 3.429 X10⁴
MIN = 2.550 SEC
MEAN = 1134.250
RMS = 2.970 SEC
RMS = 6031.099
RMS = 6709.045



SG 2
FILE 2, CHAN 8
MAX = 2926.359
MIN = 2.970 SEC
MEAN = -2.092 X10⁴
RMS = 2.550 SEC
RMS = -208.224
RMS = 1768.117



P1 & P2
FILE 2, CHAN 13
MAX = 908.535
MIN = 2.586 SEC
MEAN = 147.939
RMS = 5.238 SEC
RMS = 279.031
RMS = 305.070

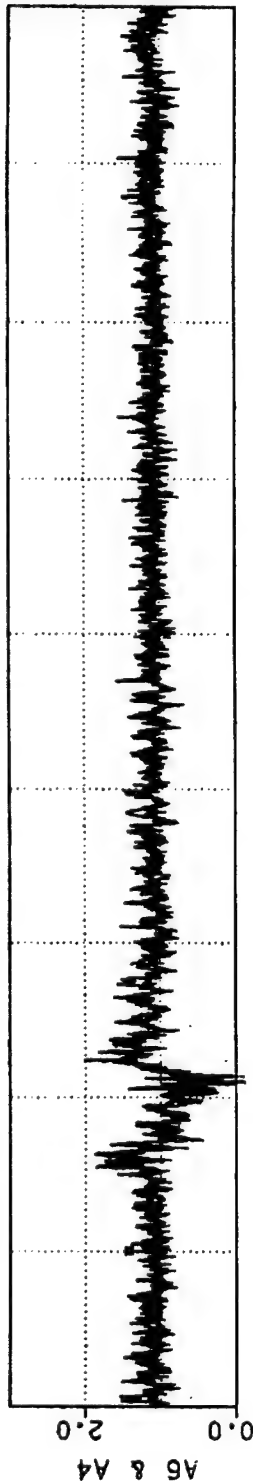
TIME - SECONDS

DELTA T (MSEC) = 5.120

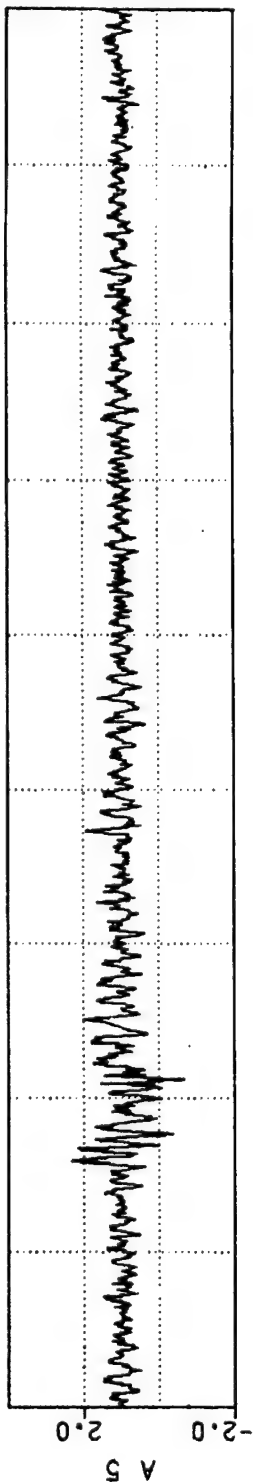
RUN NO. 30 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 100 KNOTS : SINGLE BUMP : LIGHT WEIGHT : BRAKING

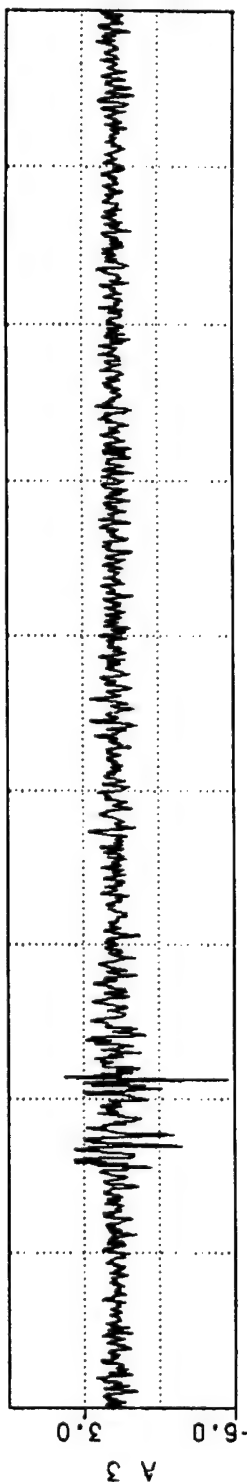
A6 & A4
FILE 2, CHAN 6
MAX = 1.879
• 2.632 SEC
MIN = 0.000 X10⁻¹⁰¹
• 3.103 SEC
MEAN = 1.037
RMS = 1.049



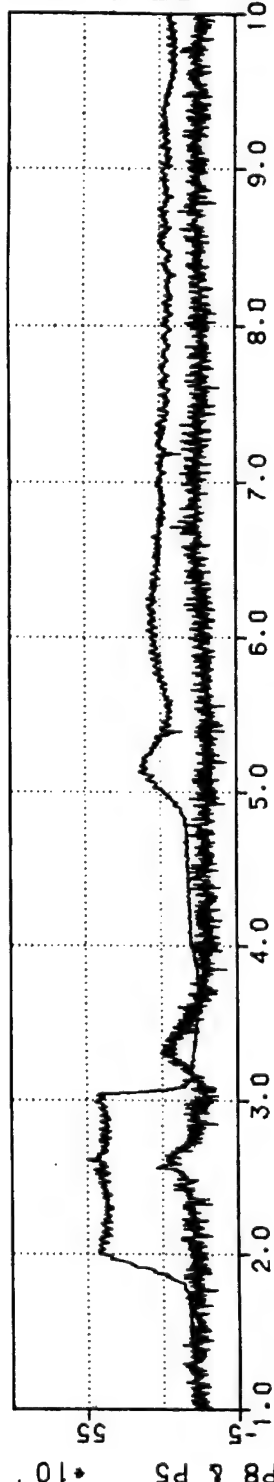
A 5
FILE 2, CHAN 5
MAX = 2.298
• 2.596 SEC
MIN = -0.674
• 3.123 SEC
MEAN = 0.971
RMS = 1.009



A 3
FILE 2, CHAN 3
MAX = 4.148
• 3.144 SEC
MIN = -5.575
• 3.123 SEC
MEAN = 1.097
RMS = 1.258



P8 & P5
FILE 2, CHAN 20
MAX = 550.074
• 2.616 SEC
MIN = 102.418
• 3.773 SEC
MEAN = 237.814
RMS = 260.353

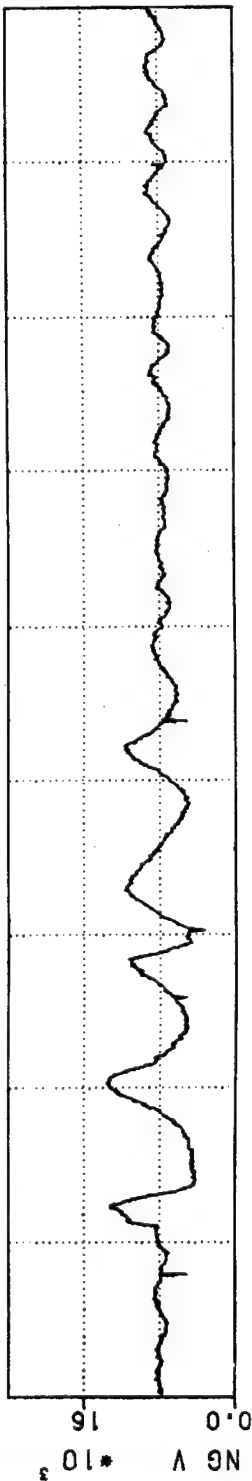


TIME - SECONDS
RUN NO. 30
PAGE NO. 6
DELTA T (MSEC) = 5.120

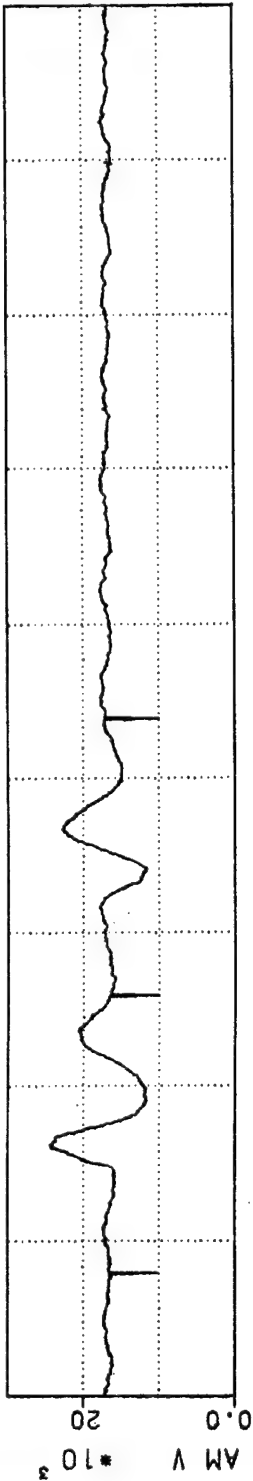
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT

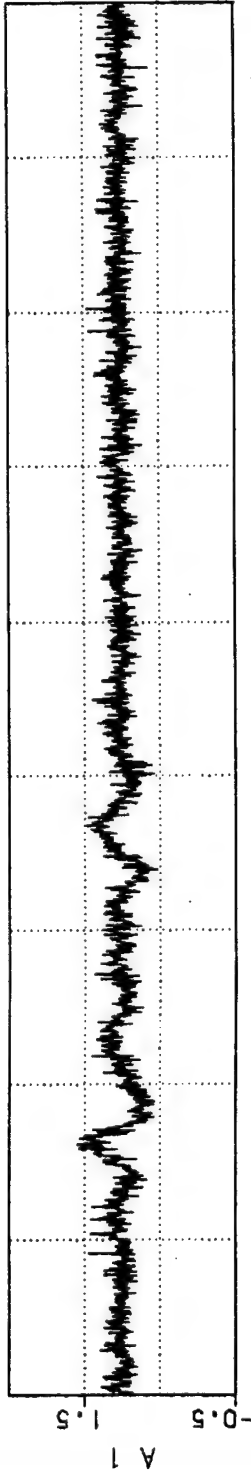
NG V
FILE 6, CHAN 7
MAX = 1.357 X10⁴
MIN = 3.036 SEC
MEAN = 3325.891
RMS = 4.029 SEC
RMS = 7885.265
RMS = 8051.563



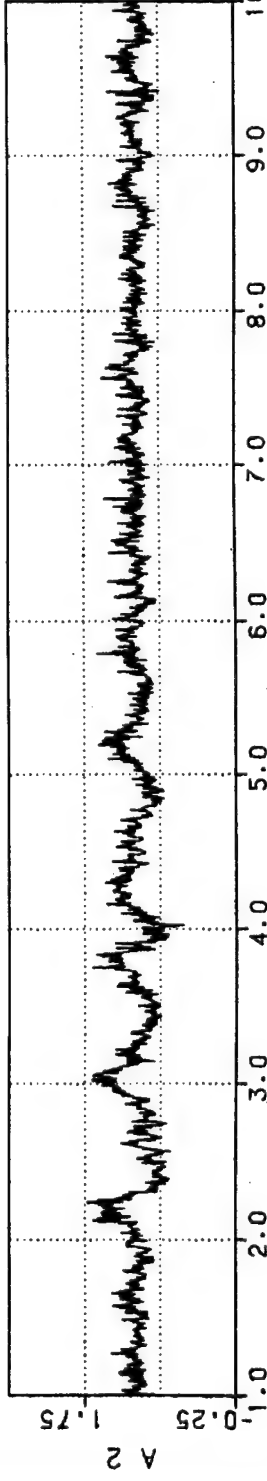
AM V
FILE 6, CHAN 9
MAX = 2.441 X10⁴
MIN = 2.621 SEC
MEAN = 9952.361
RMS = 5.386 SEC
RMS = 1.686 X10⁴
RMS = 1.695 X10⁴



A 1
FILE 6, CHAN 1
MAX = 1.591
MIN = 2.611 SEC
MEAN = 0.541
RMS = 4.393 SEC
RMS = 1.017
RMS = 1.027

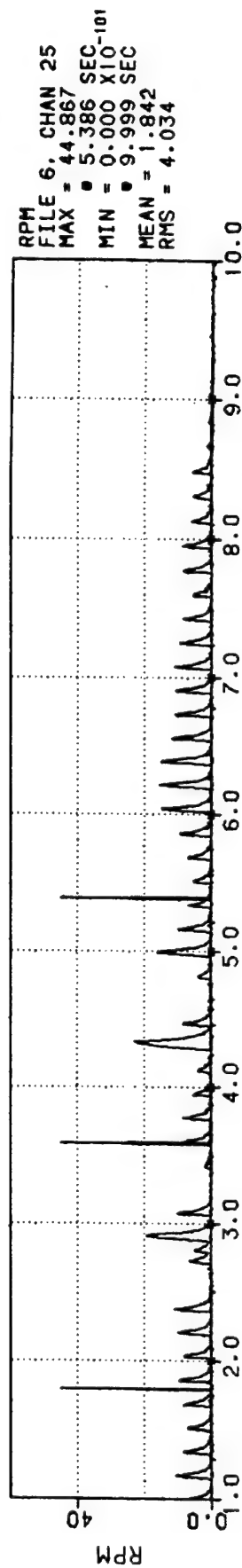
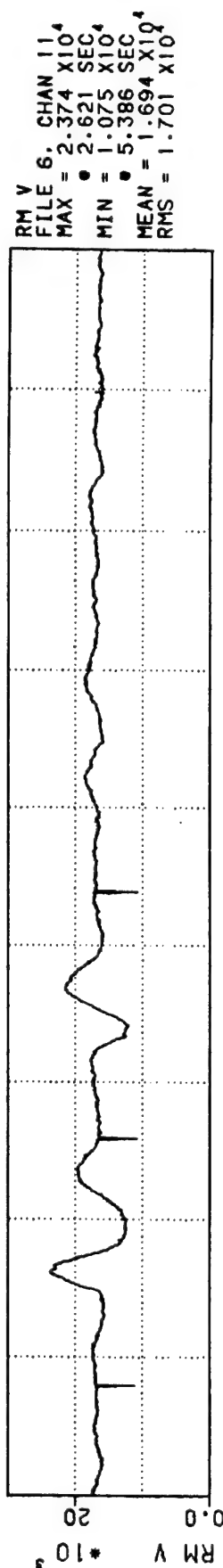
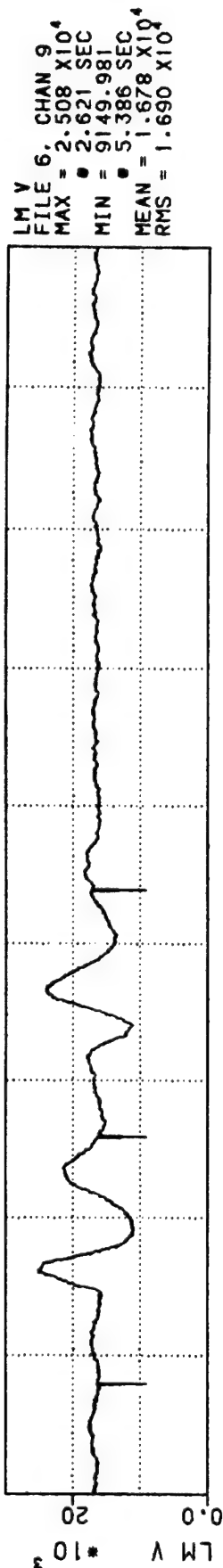
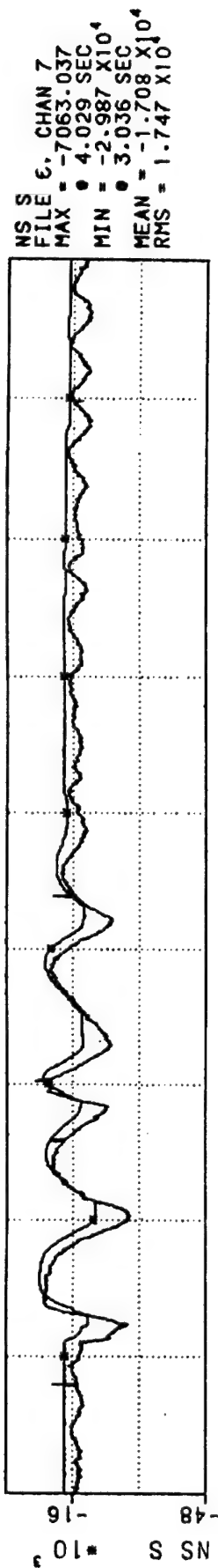


A 2
FILE 6, CHAN 2
MAX = 1.716
MIN = 2.243 SEC
MEAN = 0.449
RMS = 4.024 SEC
RMS = 1.069
RMS = 1.081



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 31 PAGE NO. 1

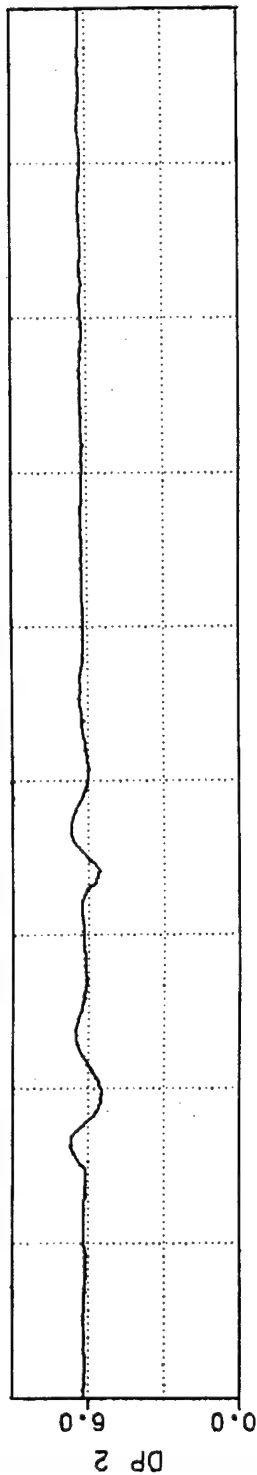
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



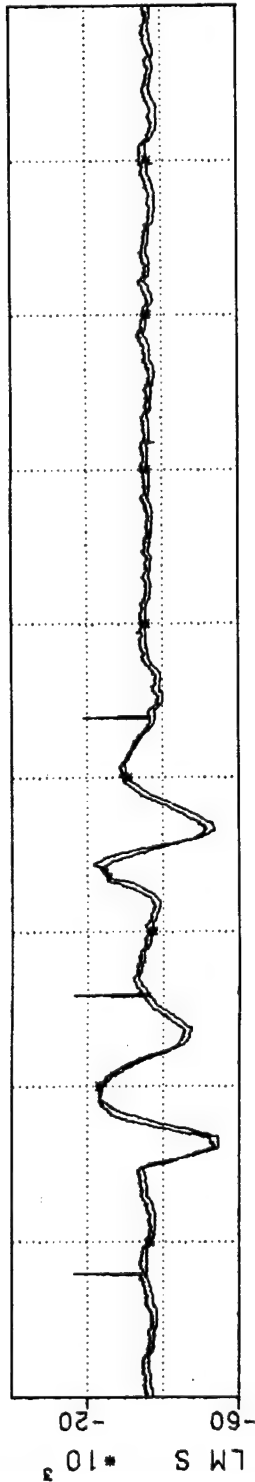
TIME - SECONDS
RUN NO. 31
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

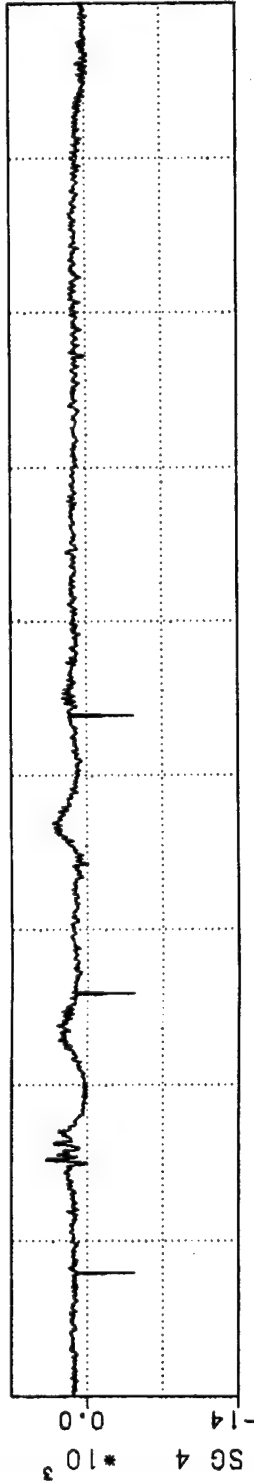
20 KNOTS - SINGLE BUMP - HEAVY WEIGHT



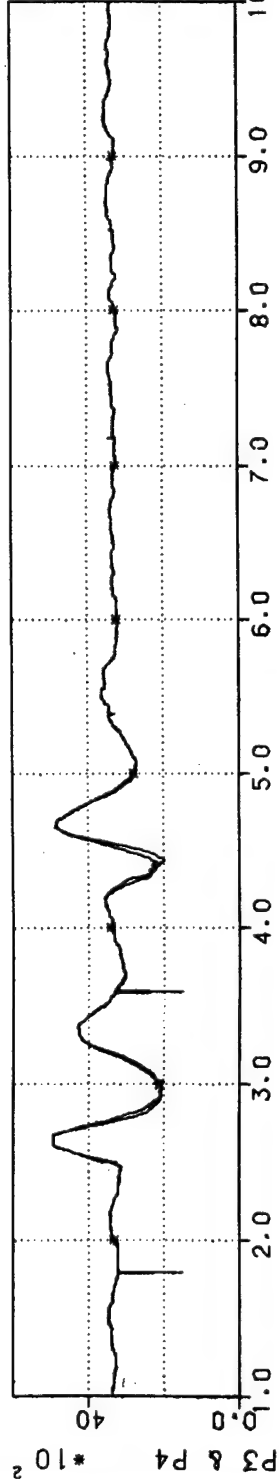
DP 2
FILE 6, CHAN 22
MAX = 6.697
MIN = 2.632 SEC
MEAN = 5.480
RMS = 2.995 SEC
RMS = 6.205
RMS = 6.208



LM S
FILE 6, CHAN 9
MAX = -1.937 X10⁴
MIN = 5.386 SEC
MEAN = -5.370 X10⁴
RMS = 2.621 SEC
RMS = -3.559 X10⁴
RMS = 3.586 X10⁴



SG 4
FILE 6, CHAN 10
MAX = 3796.523
MIN = 2.519 SEC
MEAN = -4392.246
RMS = 5.386 SEC
RMS = 1104.156
RMS = 1234.918



P3 & P4
FILE 6, CHAN 15
MAX = 4946.397
MIN = 2.668 SEC
MEAN = 1612.259
RMS = 1.792 SEC
RMS = 3342.367
RMS = 3369.392

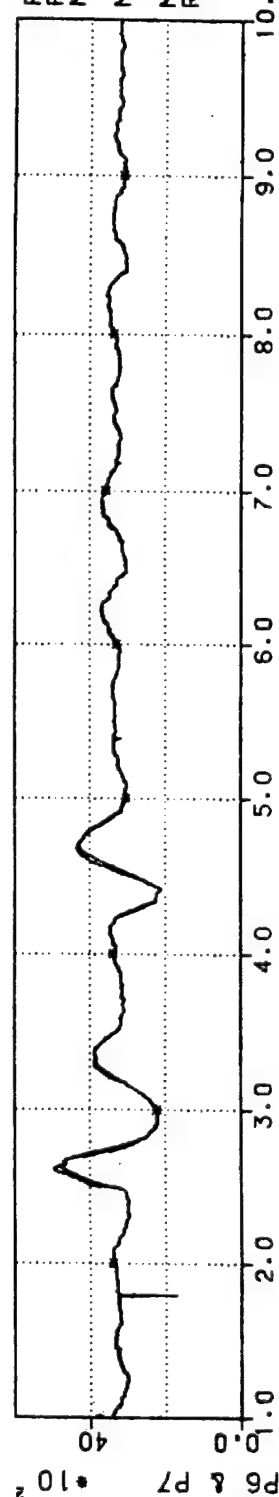
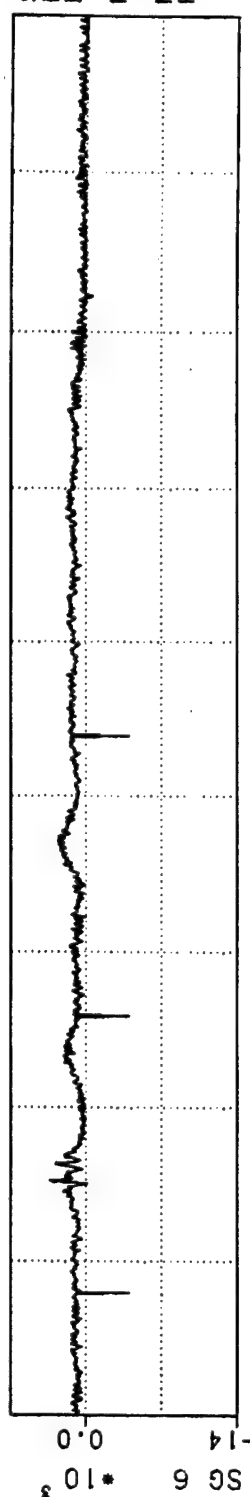
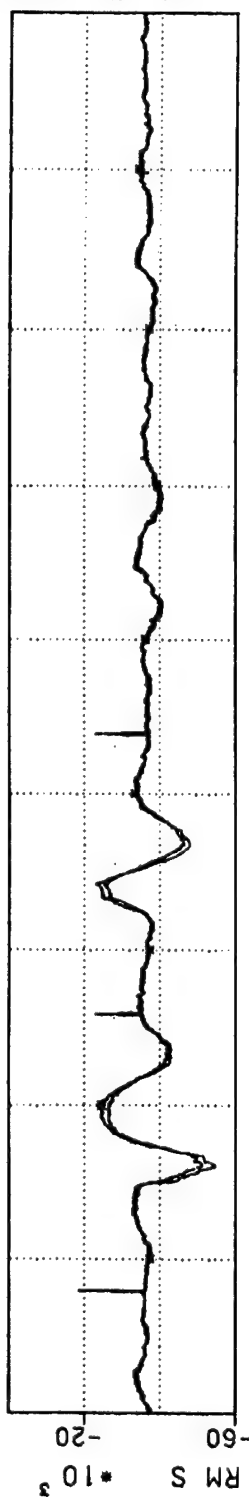
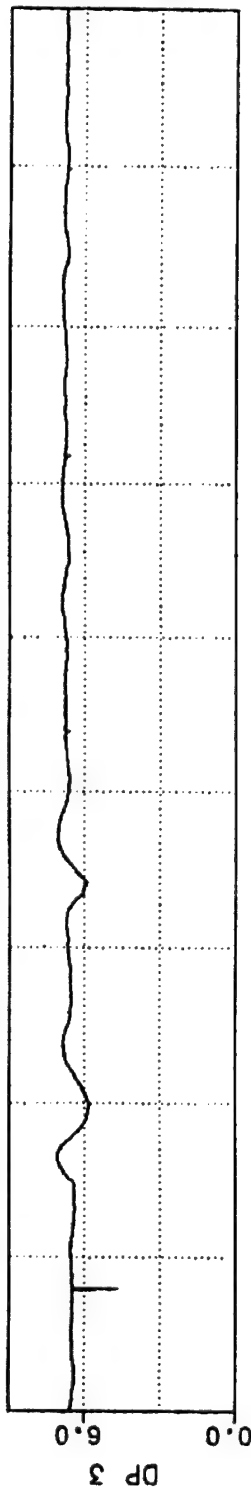
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 31 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS

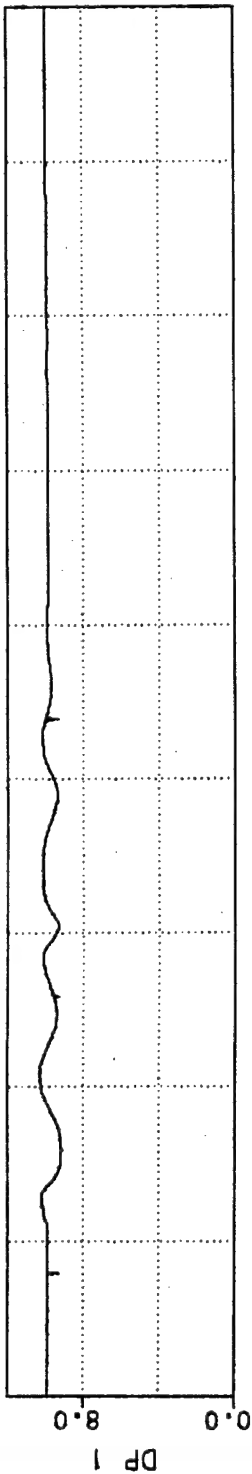
DELTA T (MSEC) = 5.120

RUN NO. 31 PAGE NO. 4

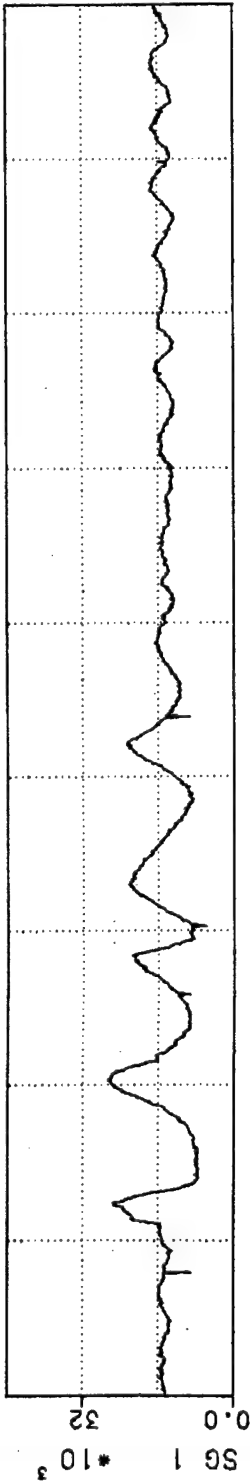
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT

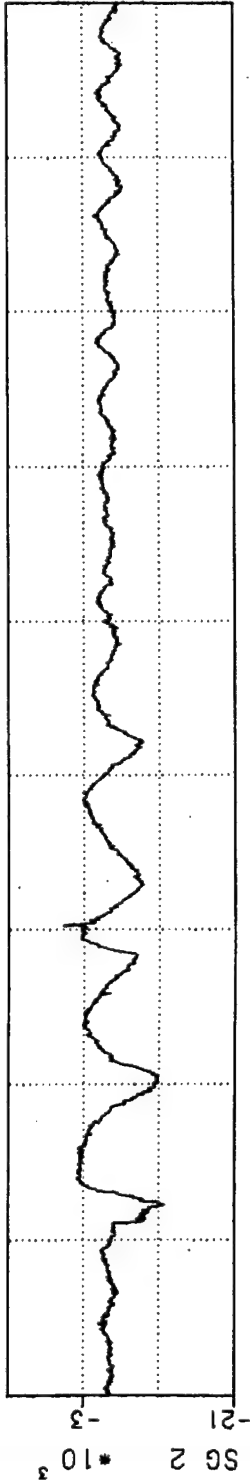
DP 1
FILE 6, CHAN 21
MAX = 10.278
MIN = 3.062 SEC
MEAN = 9.163
RMS = 2.601 SEC
RMS = 9.849



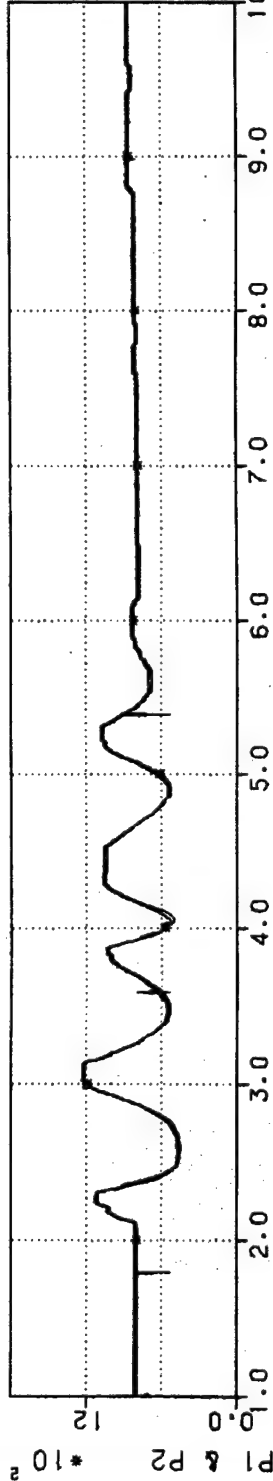
SG 1
FILE 6, CHAN 7
MAX = 2.651 X10⁴
MIN = 3.036 SEC
MEAN = 5835.812
RMS = 4.029 SEC
RMS = 1.474 X10⁴



SG 2
FILE 6, CHAN 8
MAX = -530.344
MIN = -1.270 X10⁴
MEAN = -2.222 SEC
RMS = -6032.551
RMS = 6270.034

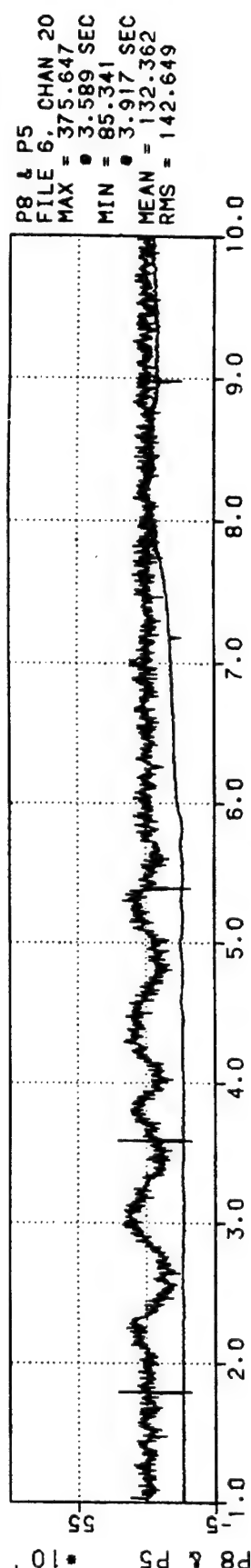
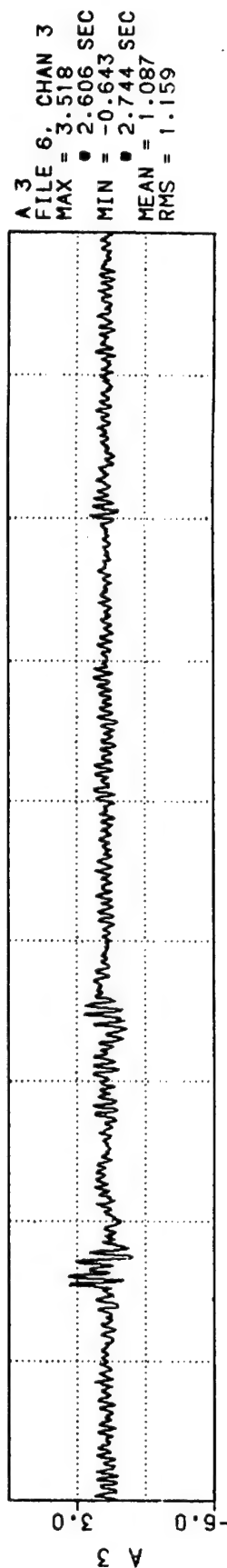
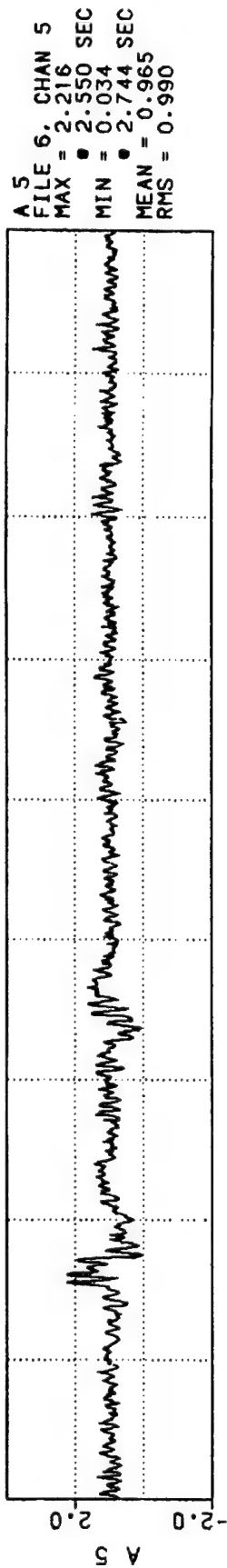
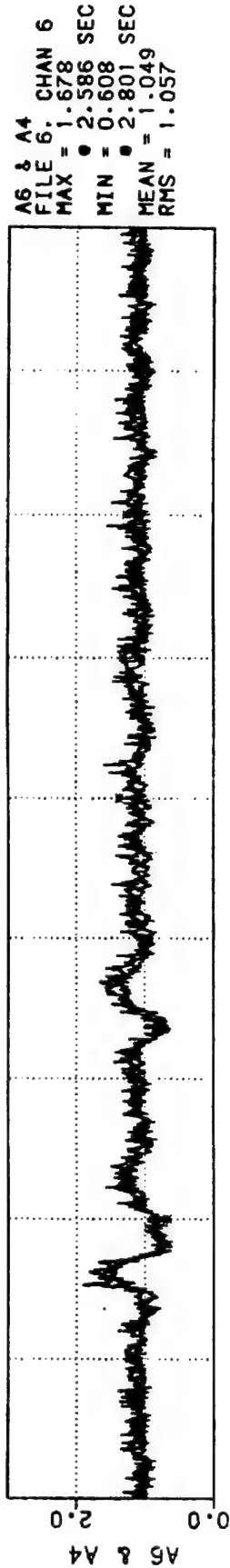


P1 & P2
FILE 6, CHAN 13
MAX = 1233.805
MIN = 3.046 SEC
MEAN = 473.210
RMS = 2.601 SEC
RMS = 820.875
RMS = 832.792



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 31 PAGE NO. 5

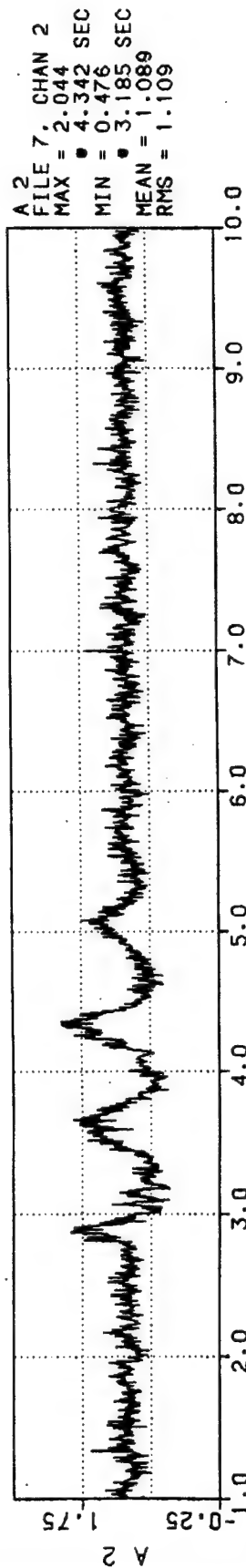
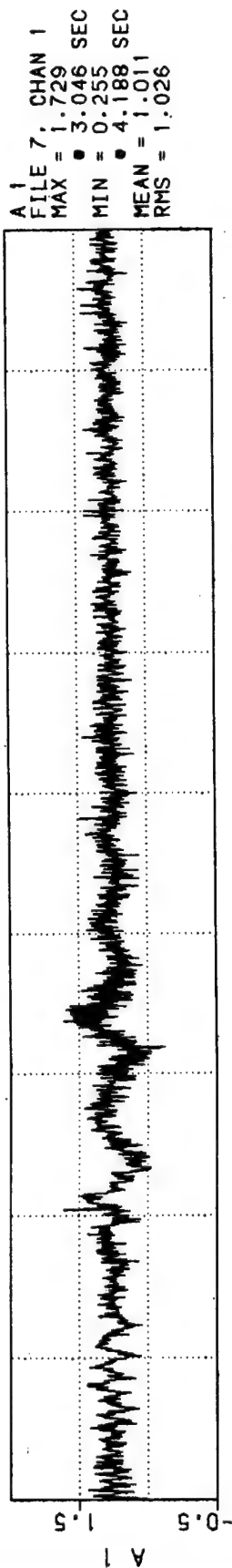
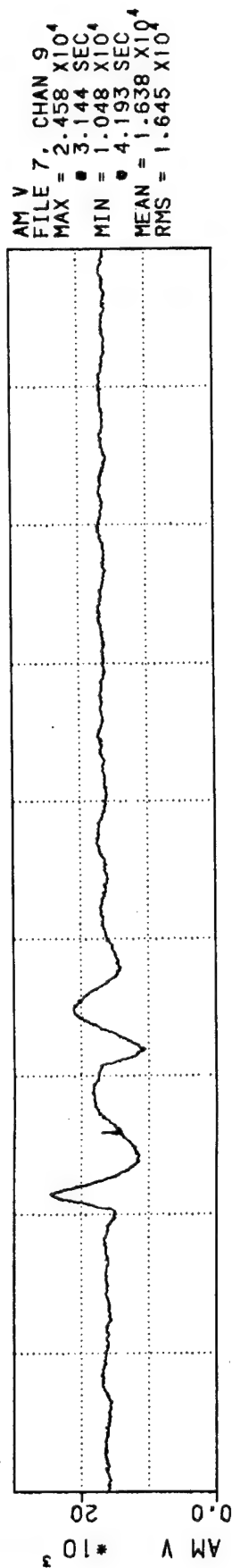
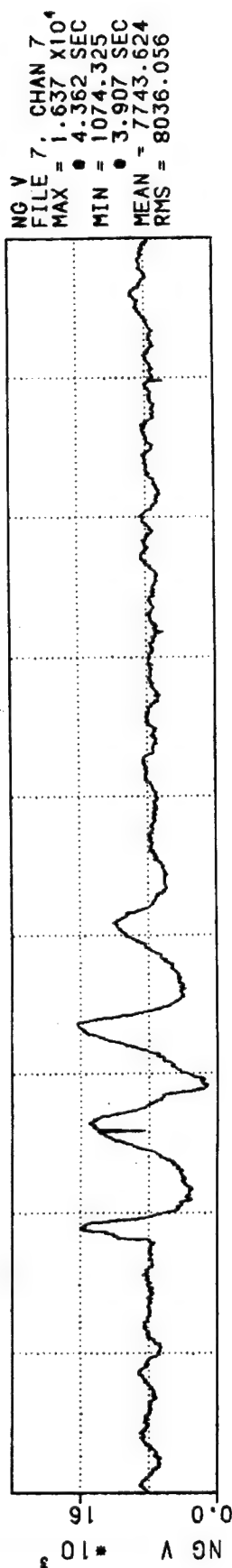
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 31
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

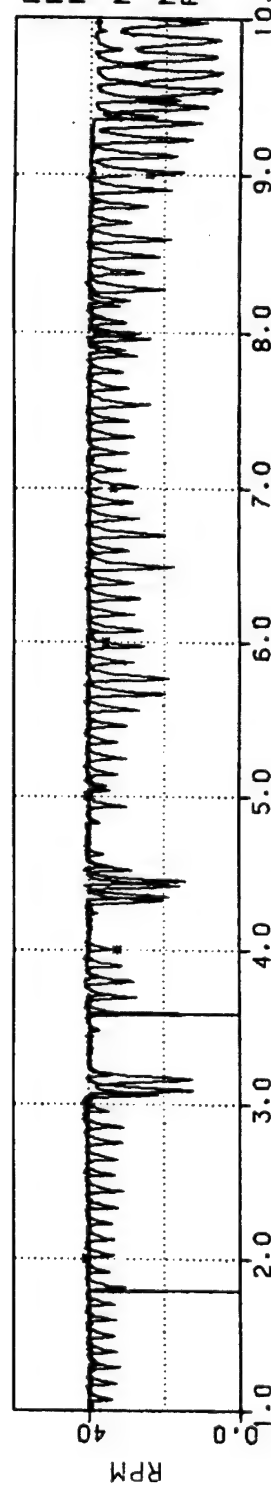
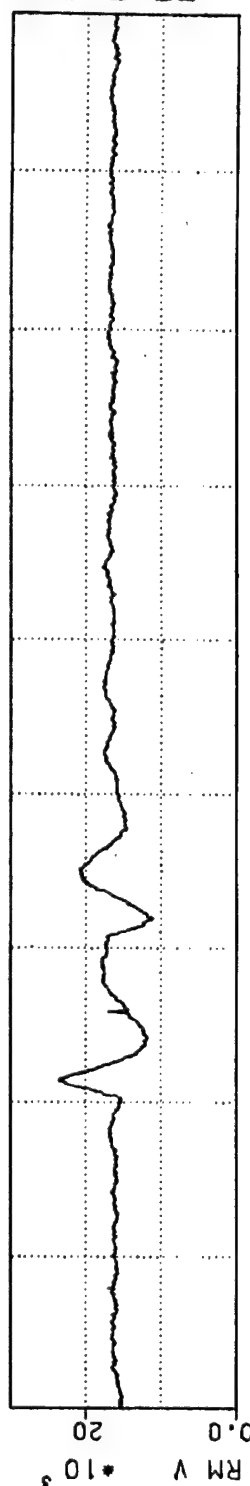
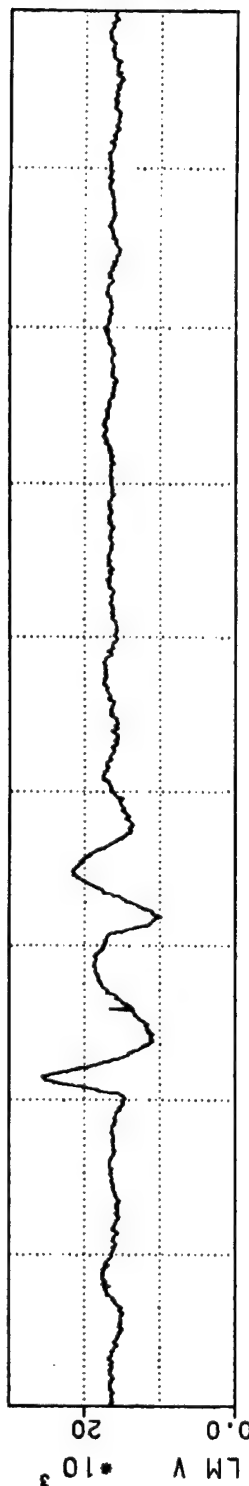
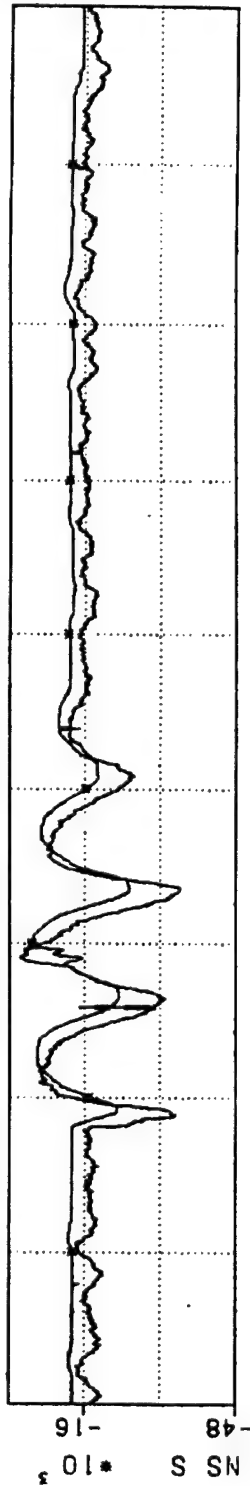
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



DELTA T (MSEC) = 5.120
RUN NO. 32 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



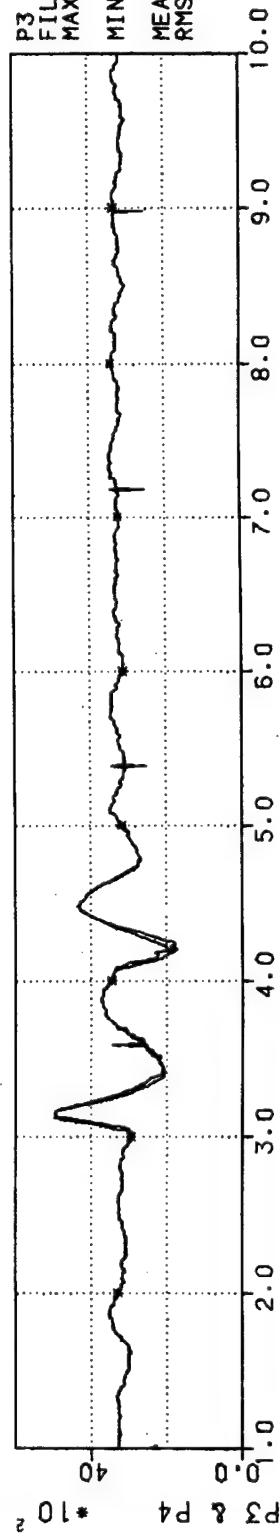
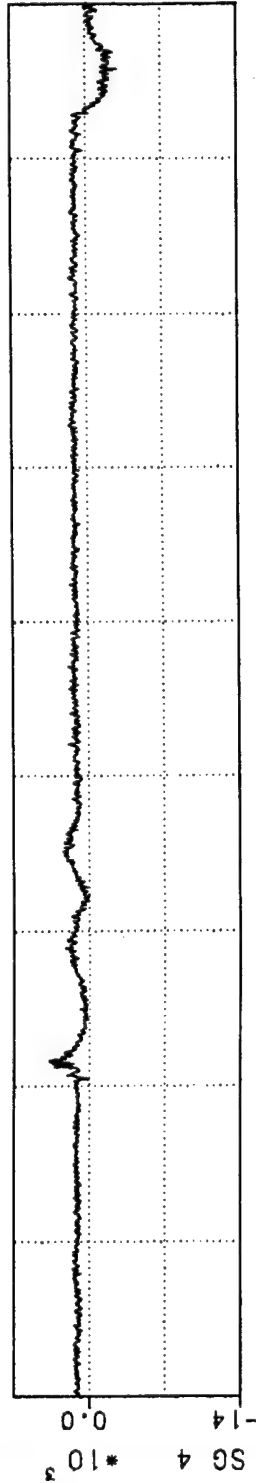
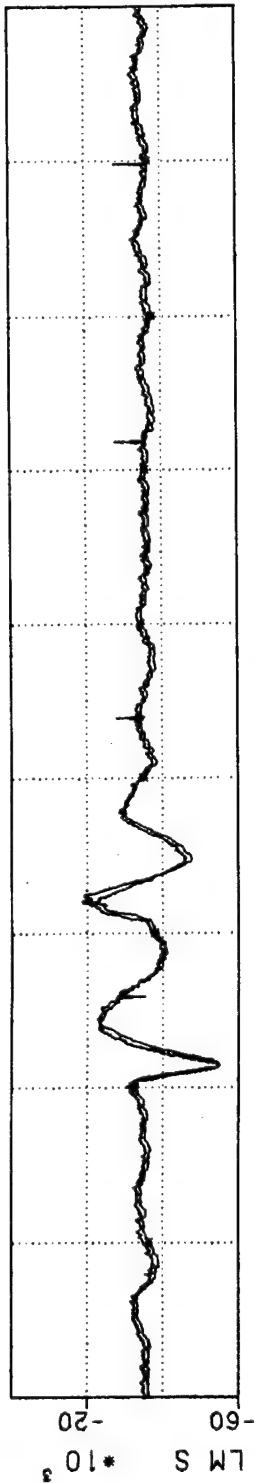
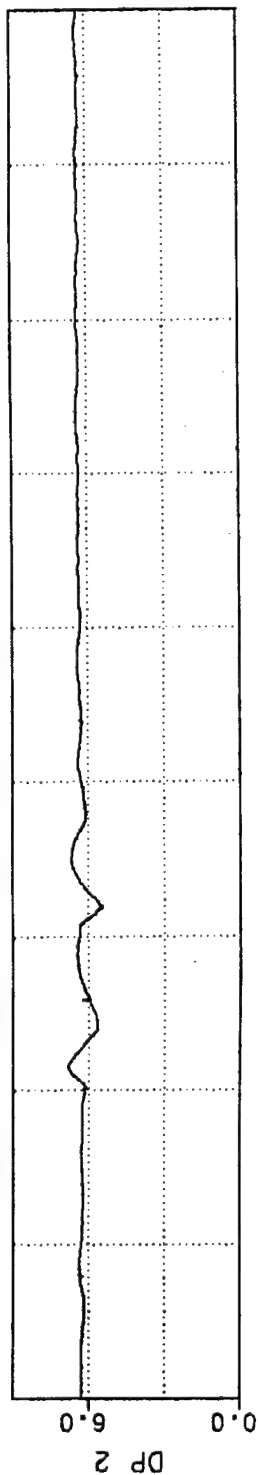
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 32 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



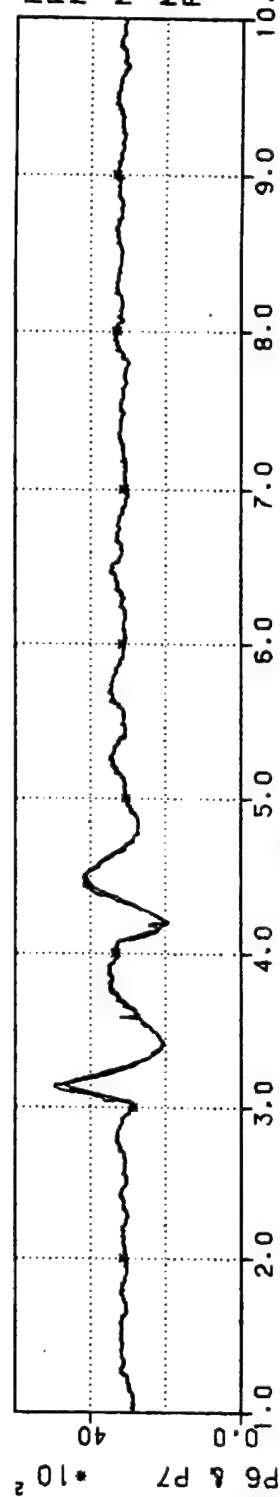
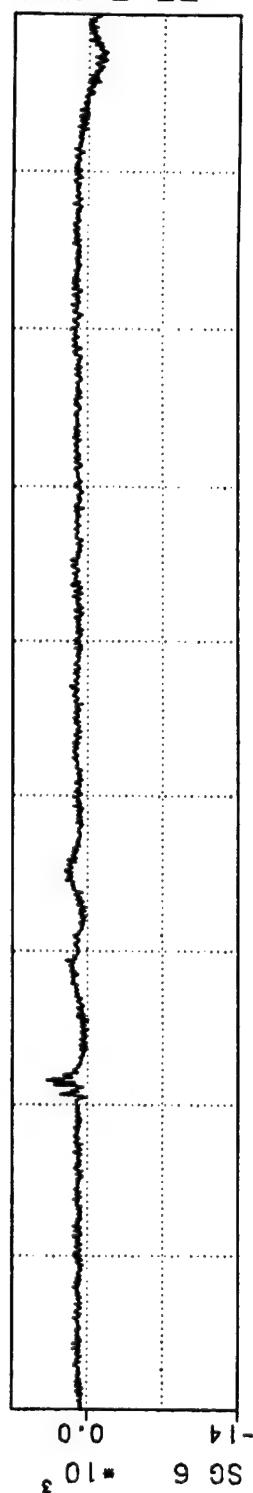
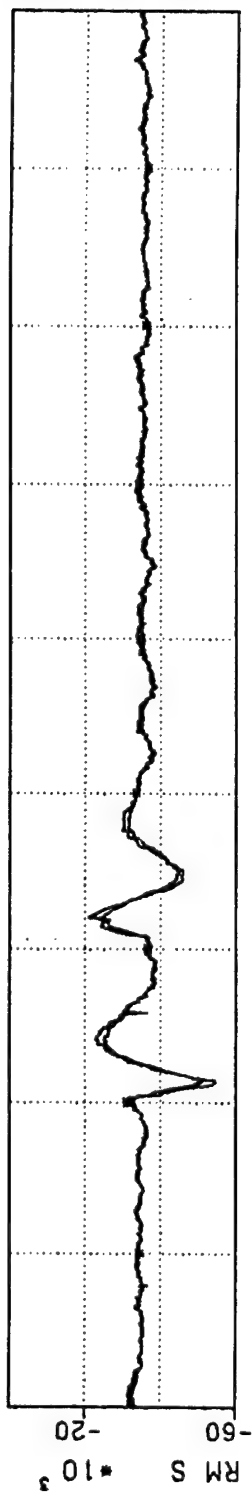
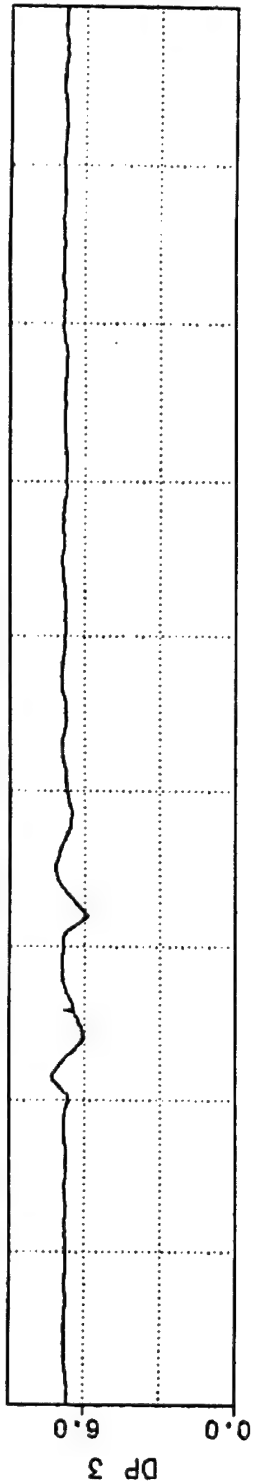
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 32 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT

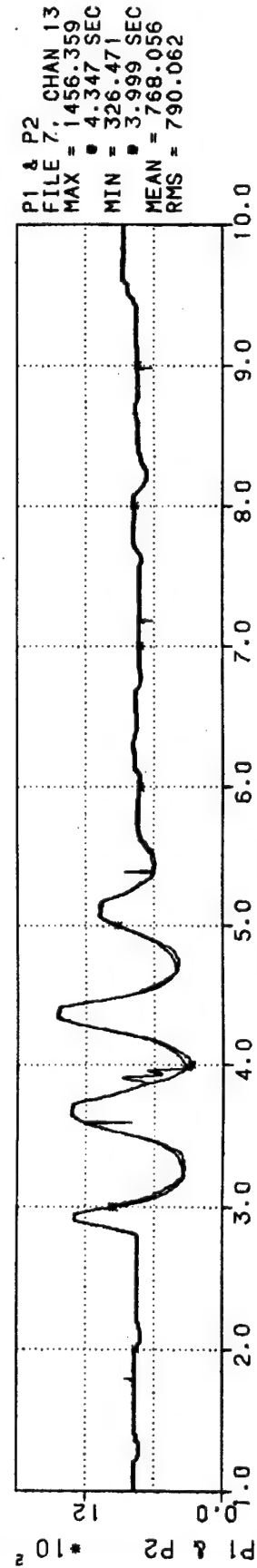
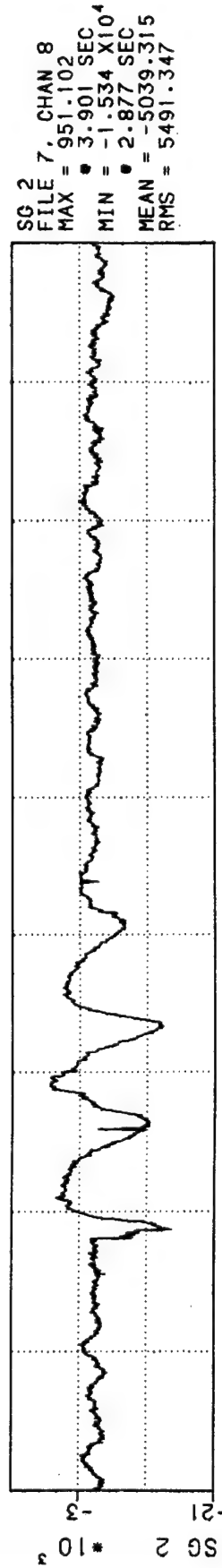
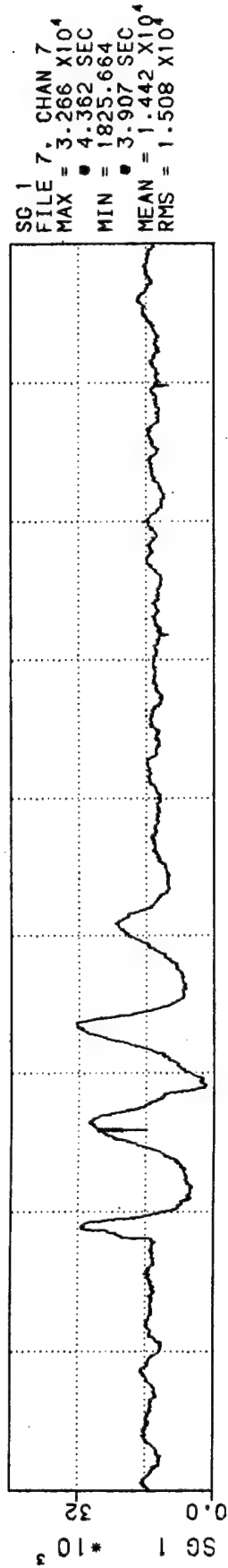
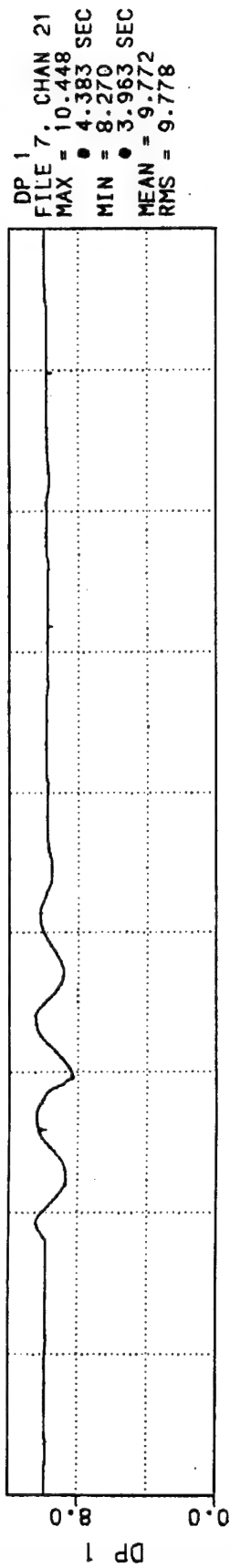


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 32 PAGE NO. 4

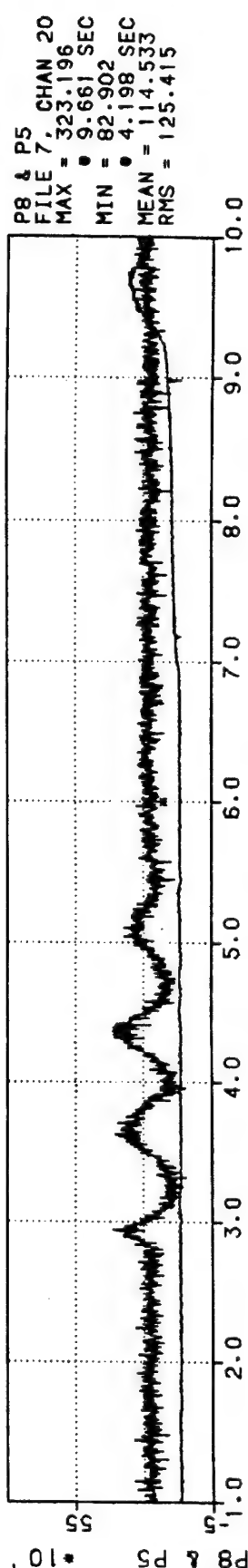
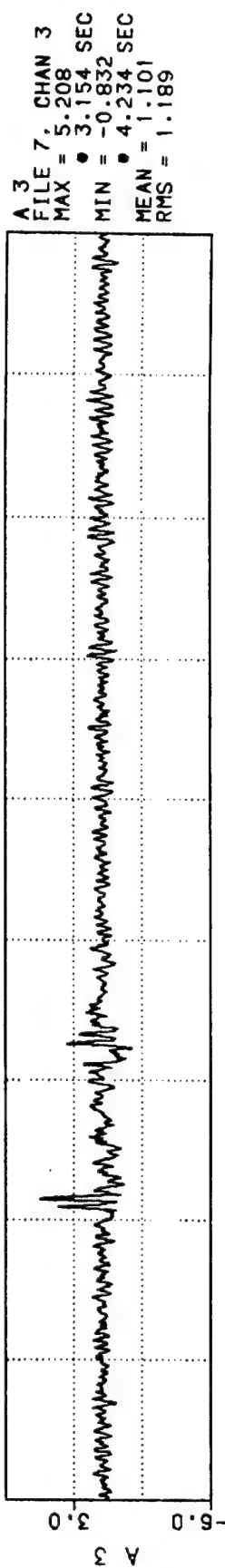
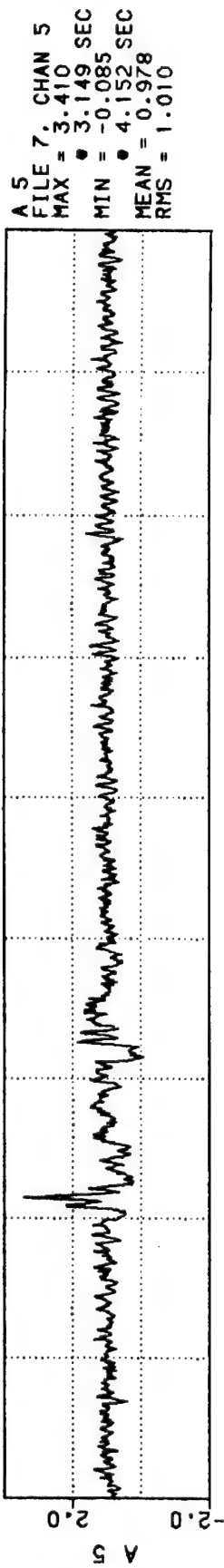
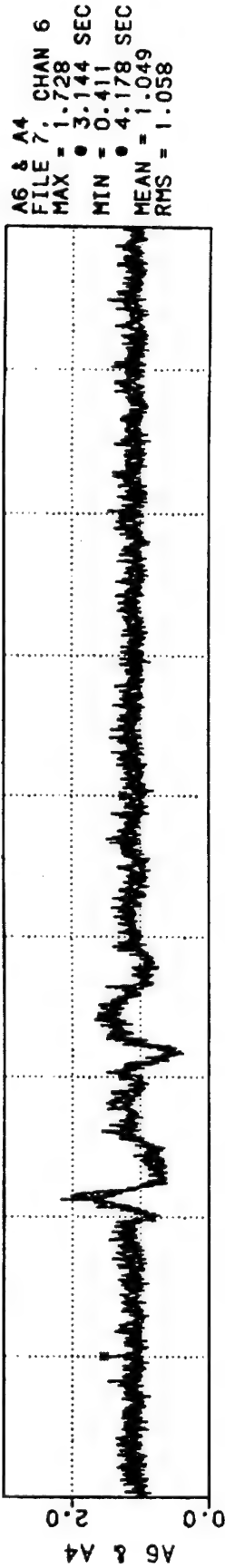
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 32 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

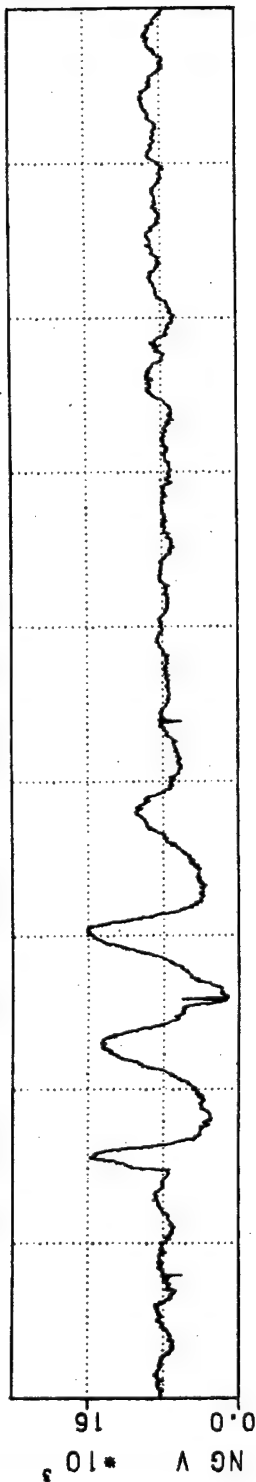
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



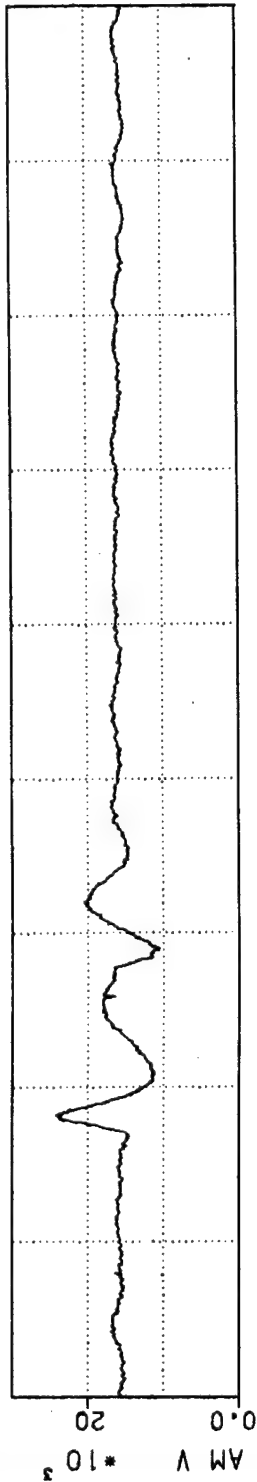
TIME - SECONDS
RUN NO. 32
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

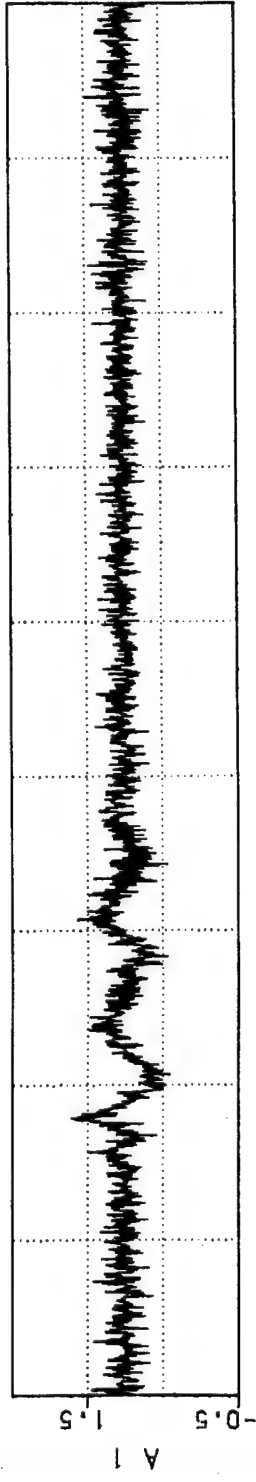
40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



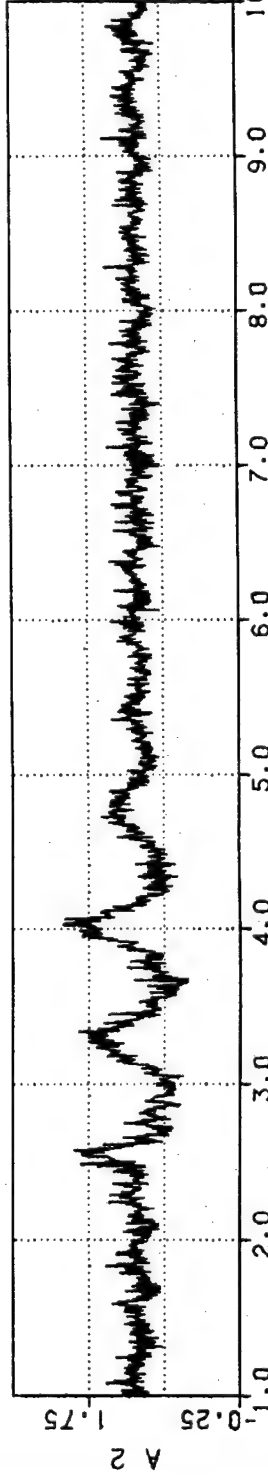
NG V
FILE 8, CHAN 7
MAX = 1.608 X10⁴
MIN = 4.035 SEC
MEAN = 1079.793
RMS = 3.594 SEC
RMS = 7957.541
RMS = 8249.474



AM V
FILE 8, CHAN 9
MAX = 2.411 X10⁴
MIN = 2.821 SEC
MEAN = 1.052 X10⁴
RMS = 3.901 SEC
RMS = 1.590 X10⁴
RMS = 1.596 X10⁴



A 1
FILE 8, CHAN 1
MAX = 1.714
MIN = 2.785 SEC
MEAN = 0.418
RMS = 3.072 SEC
RMS = 1.014
RMS = 1.028



A 2
FILE 8, CHAN 2
MAX = 2.082
MIN = 4.035 SEC
MEAN = 0.438
RMS = 3.676 SEC
RMS = 1.097
RMS = 1.117

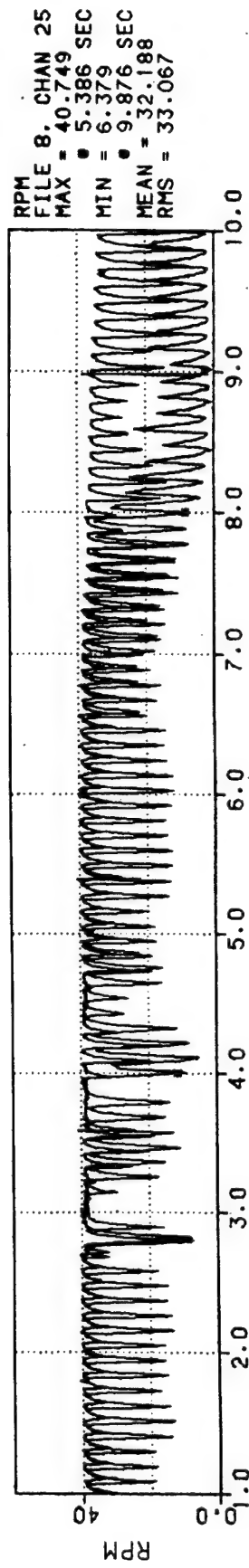
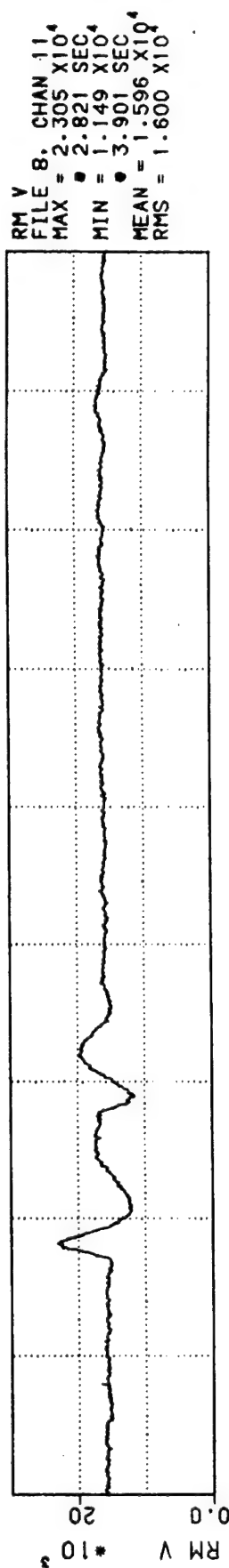
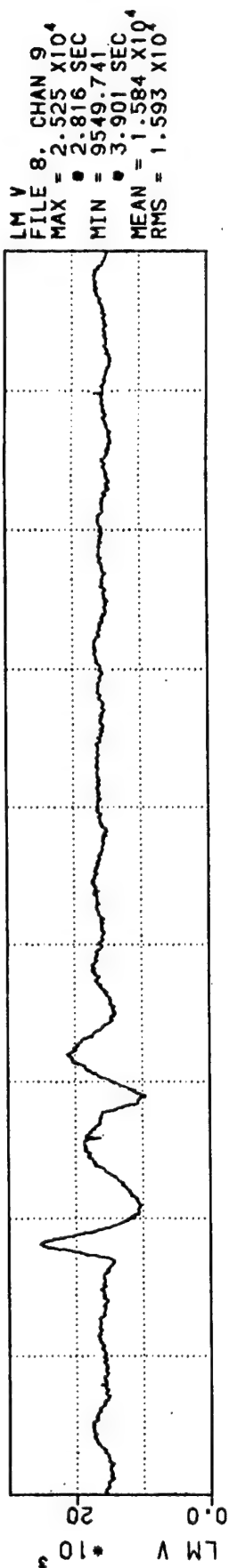
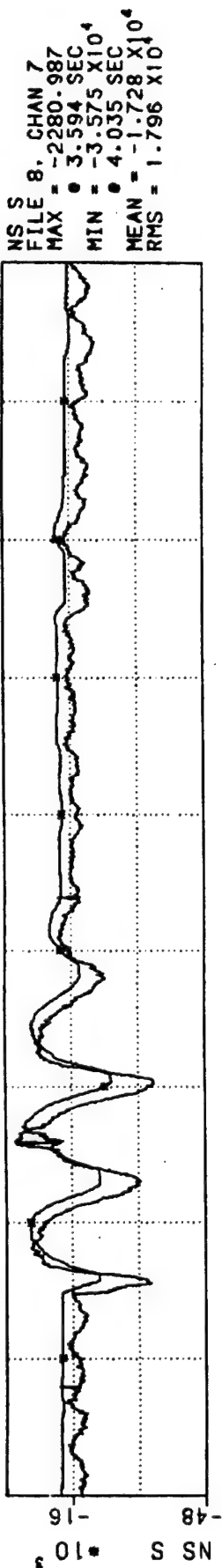
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 1

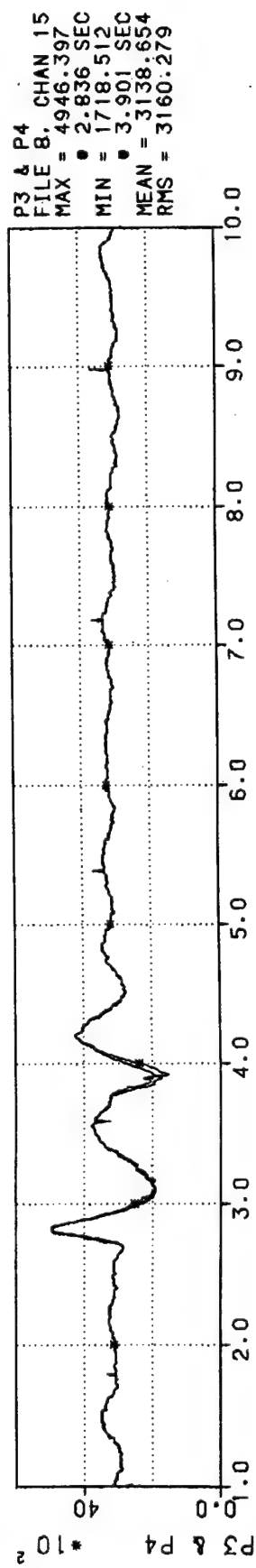
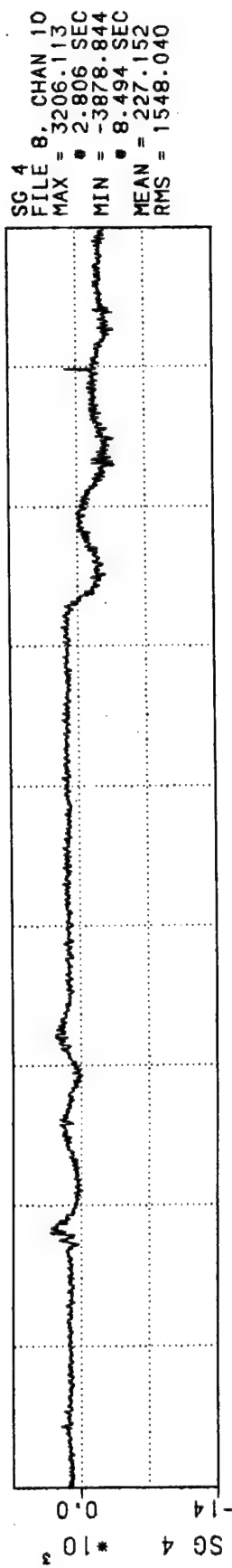
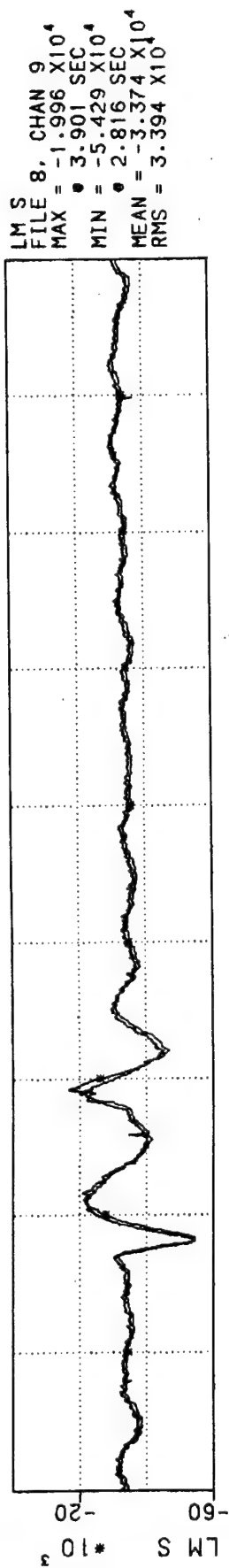
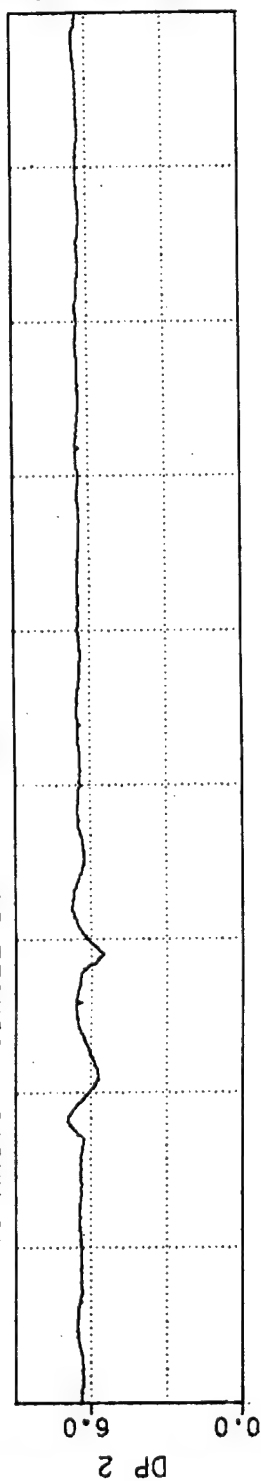
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
 RUN NO. 33
 PAGE NO. 2
 DELTA T (MSEC) = 5.120

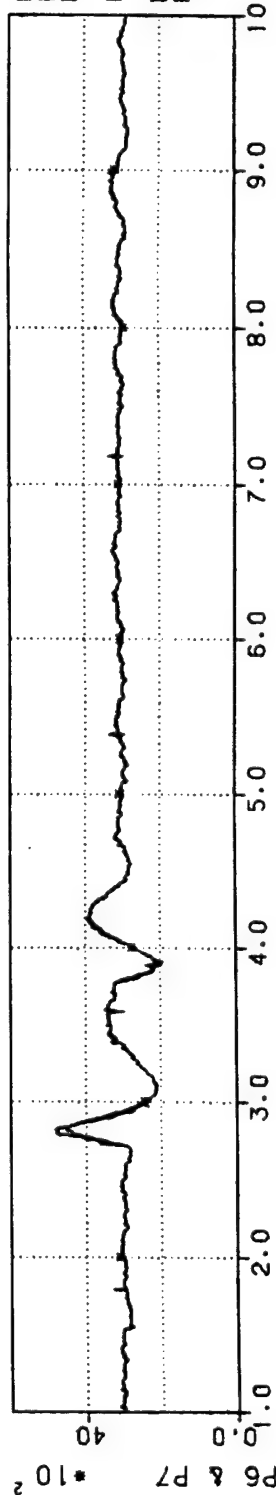
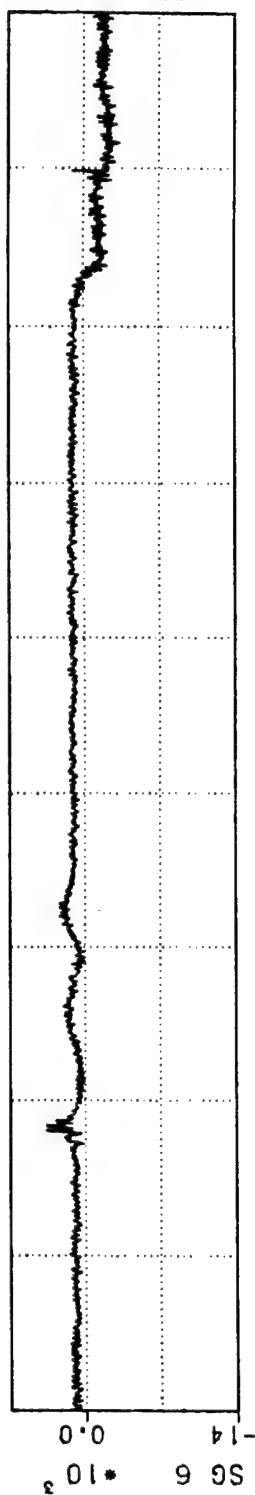
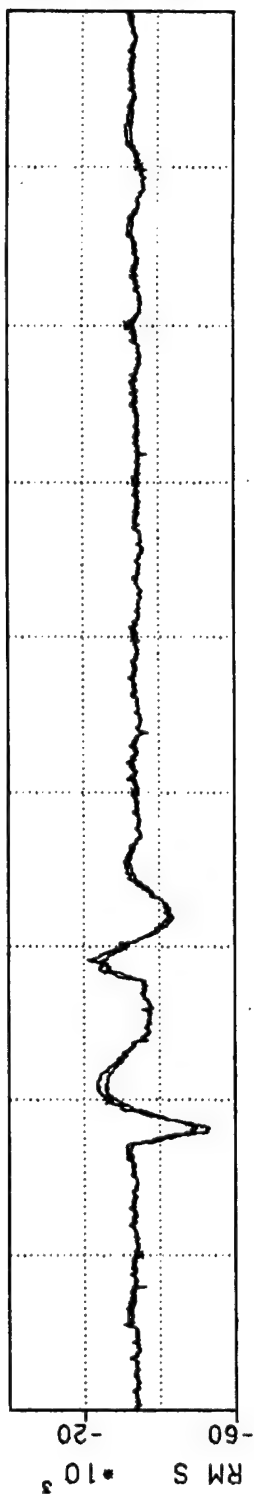
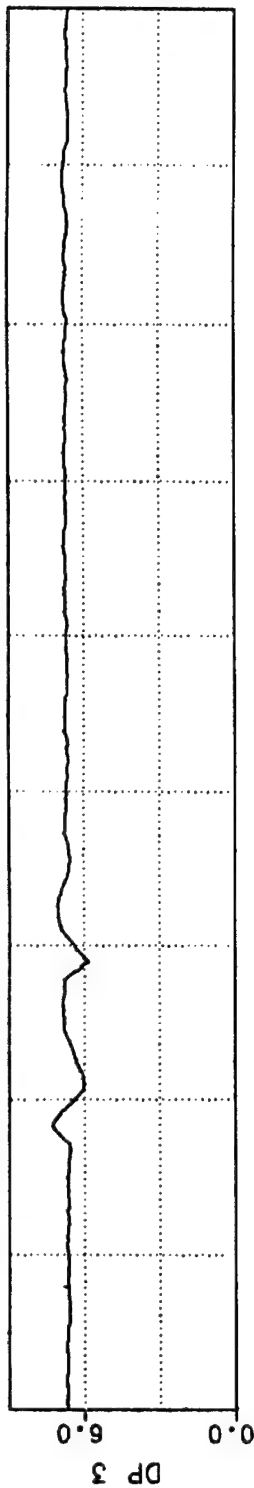
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 33 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



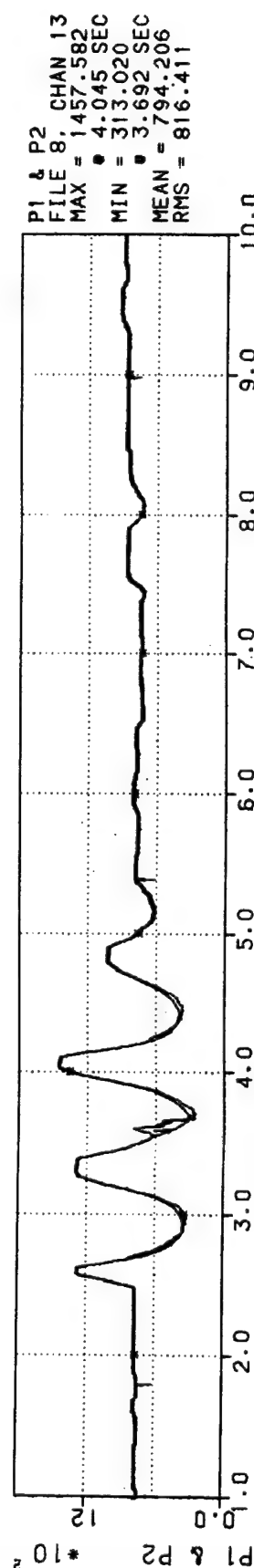
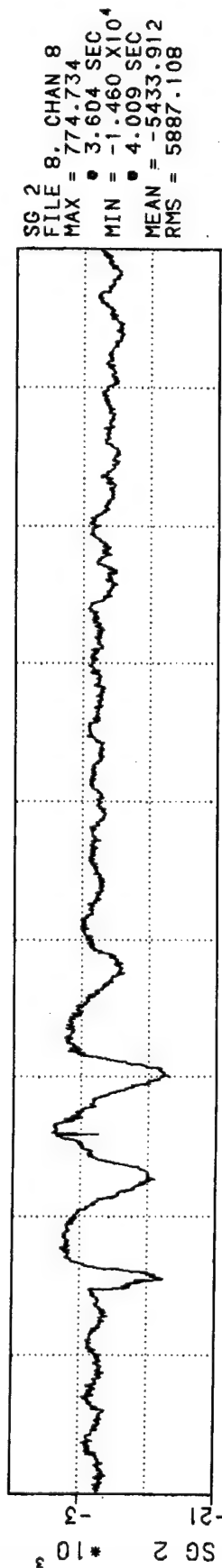
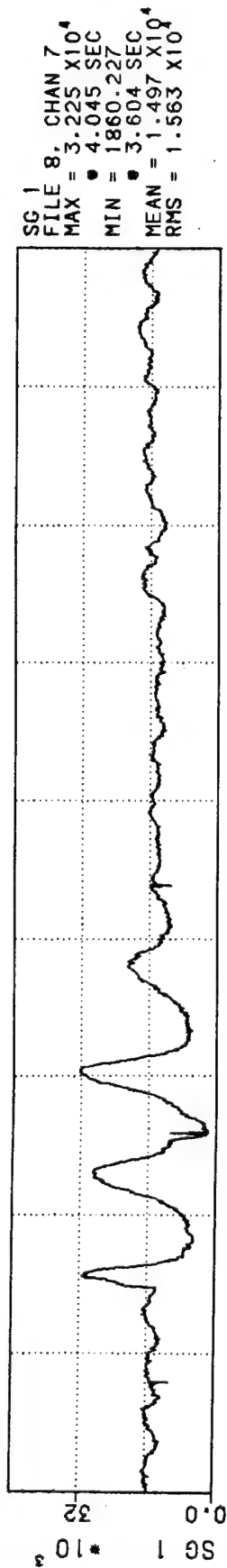
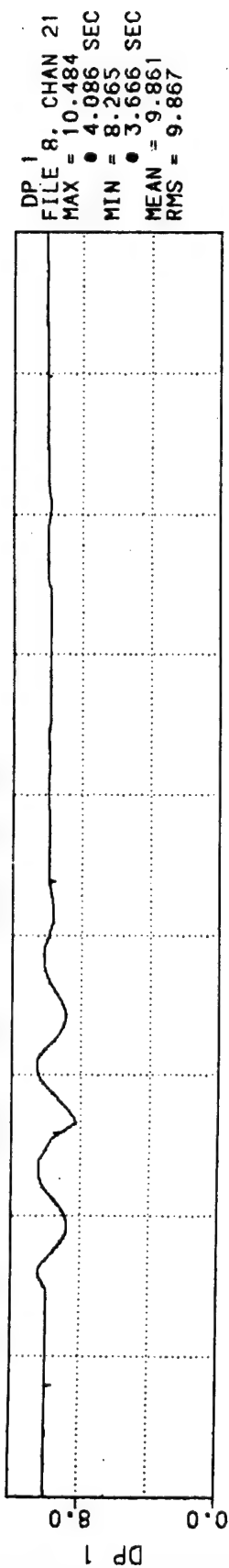
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT



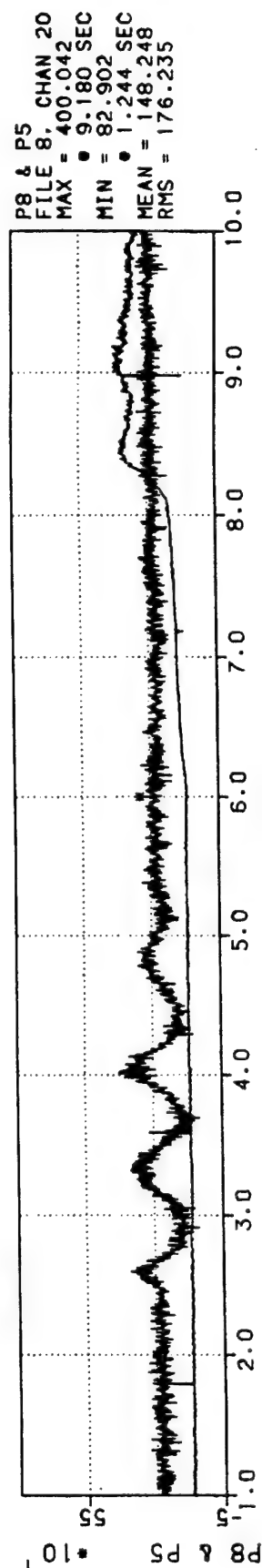
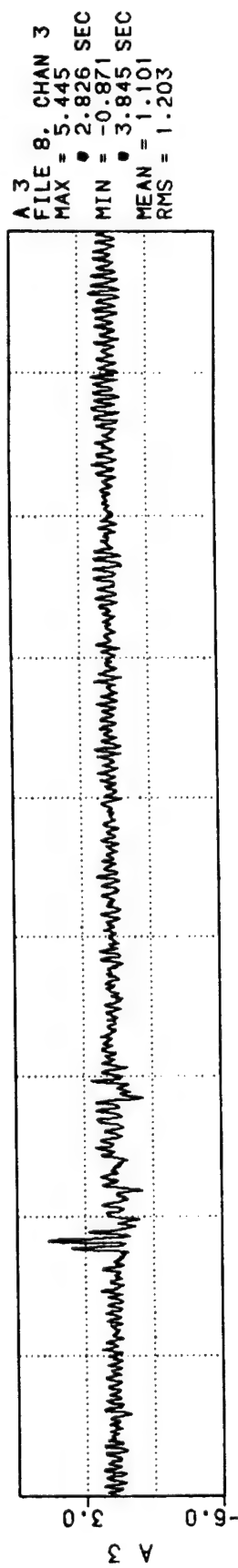
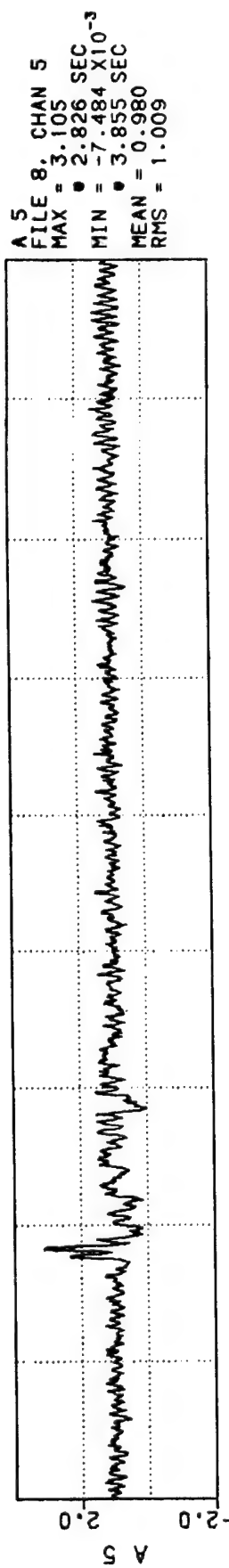
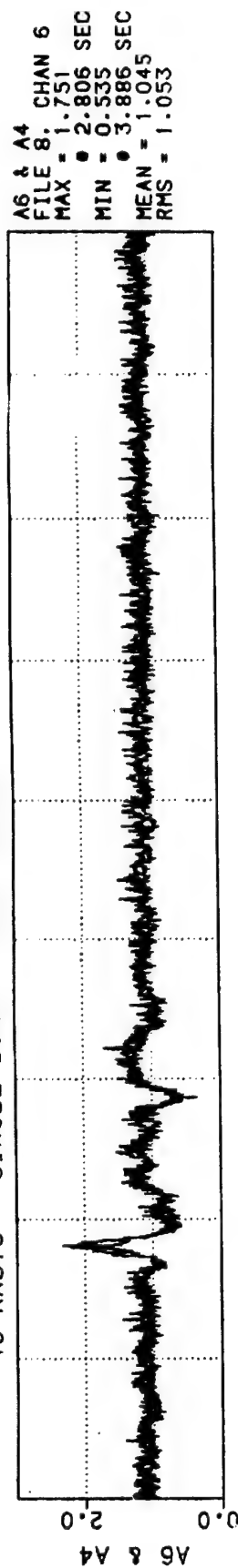
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : SINGLE BUMP : HEAVY WEIGHT

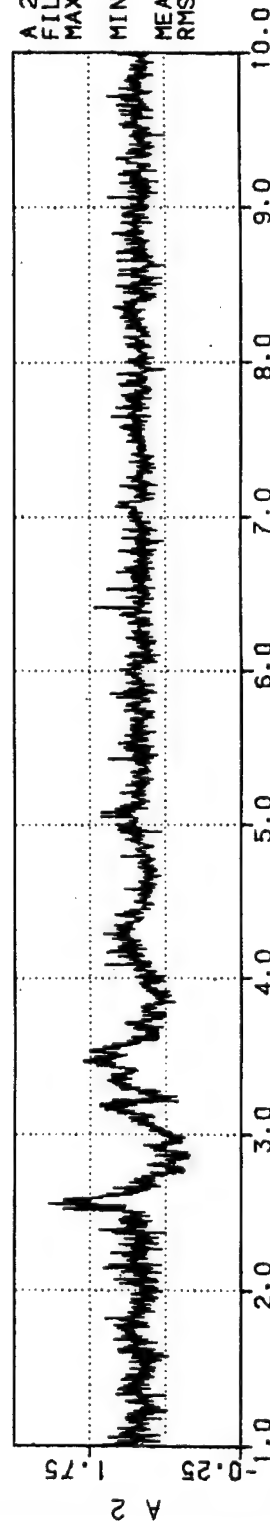
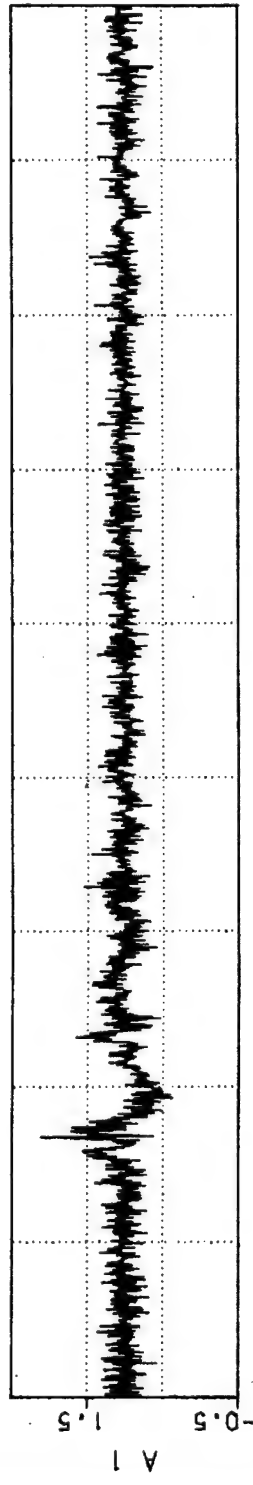
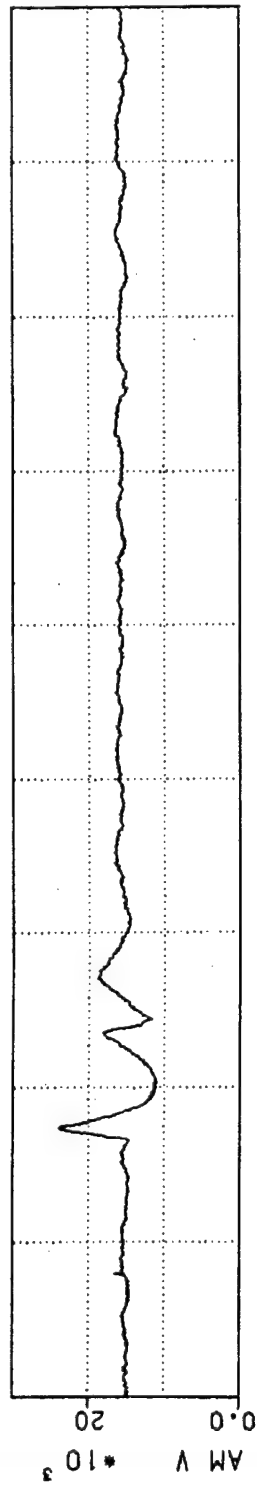
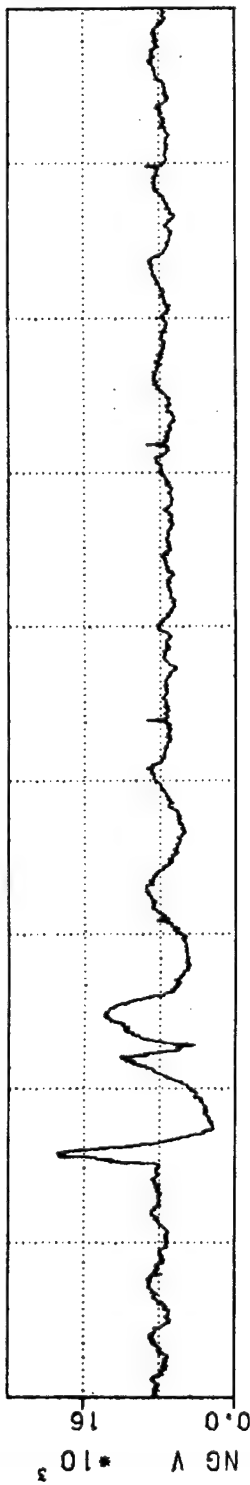


TIME - SECONDS
 DELTA T (MSEC) = 5.120

RUN NO. 33 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

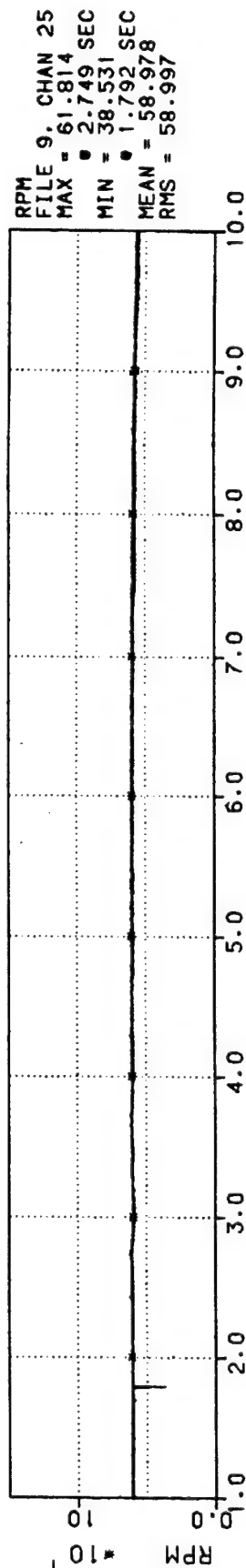
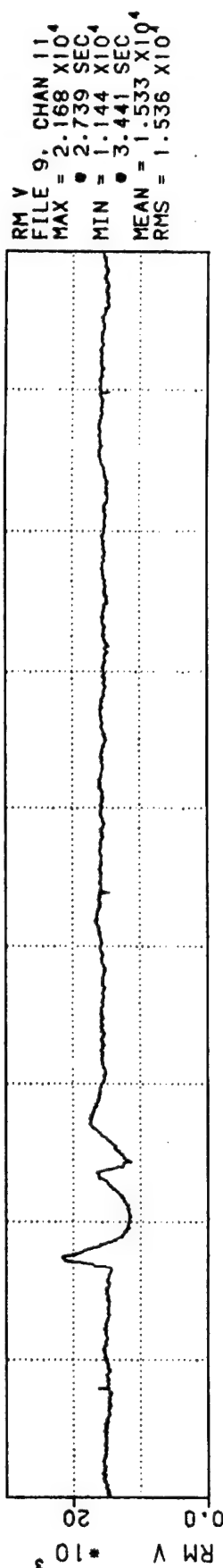
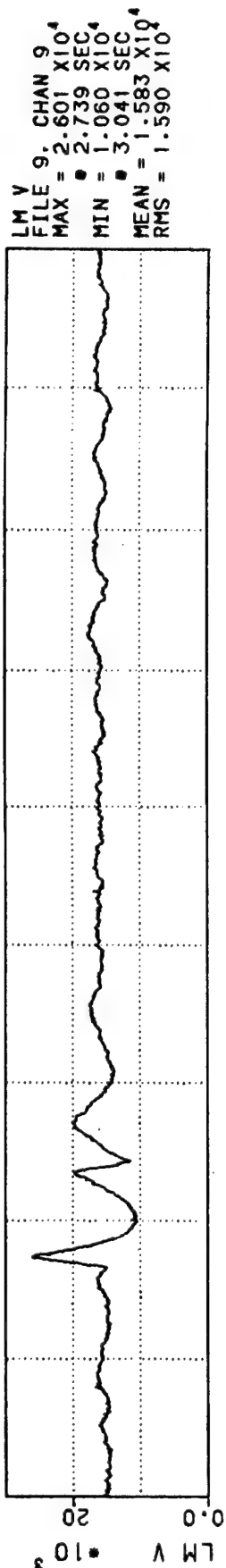
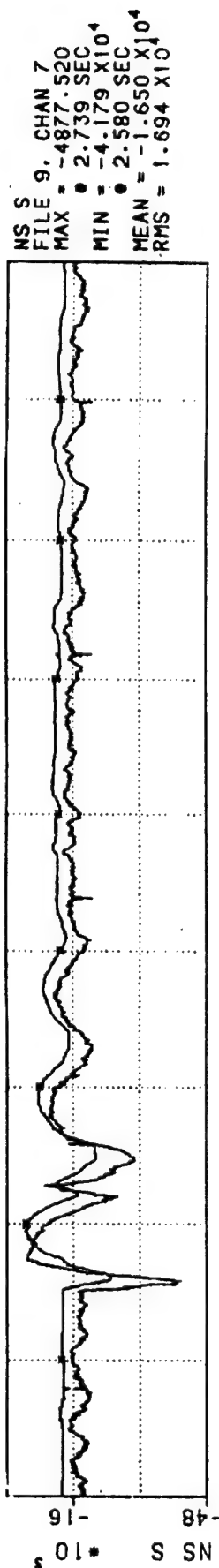
60 KNOTS • SINGLE BUMP • HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 34 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

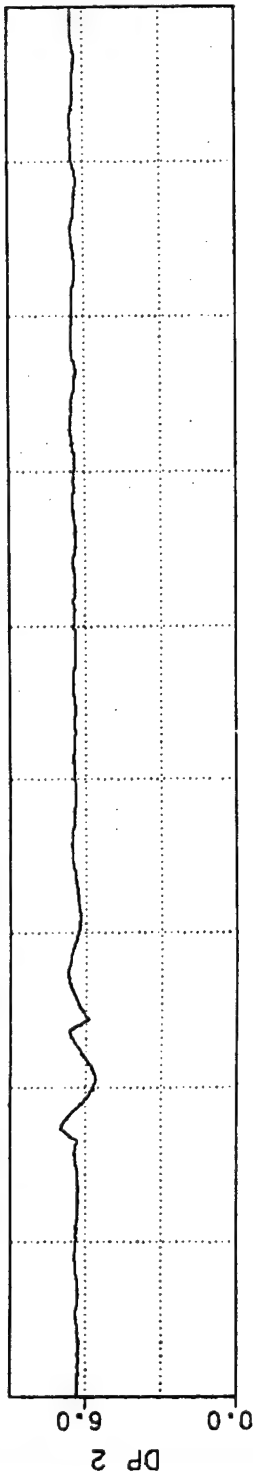
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



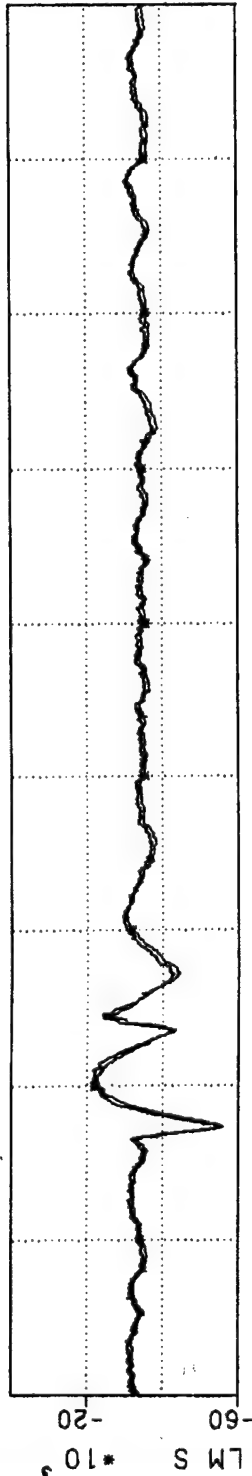
TIME - SECONDS
RUN NO. 34
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

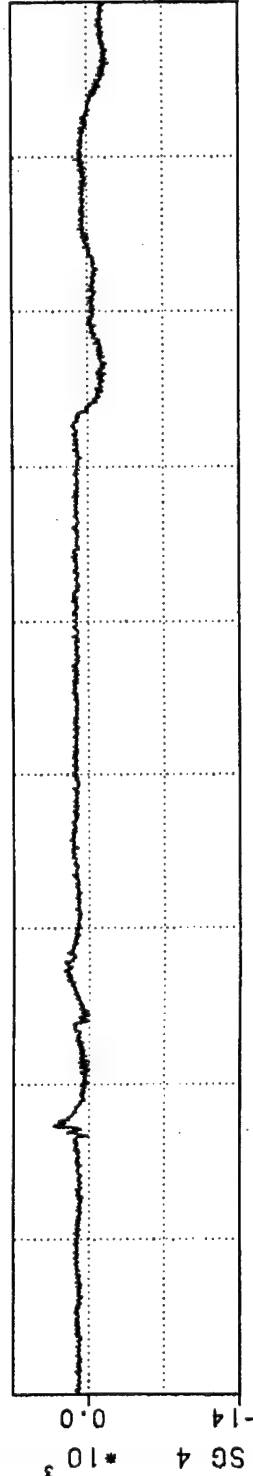
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



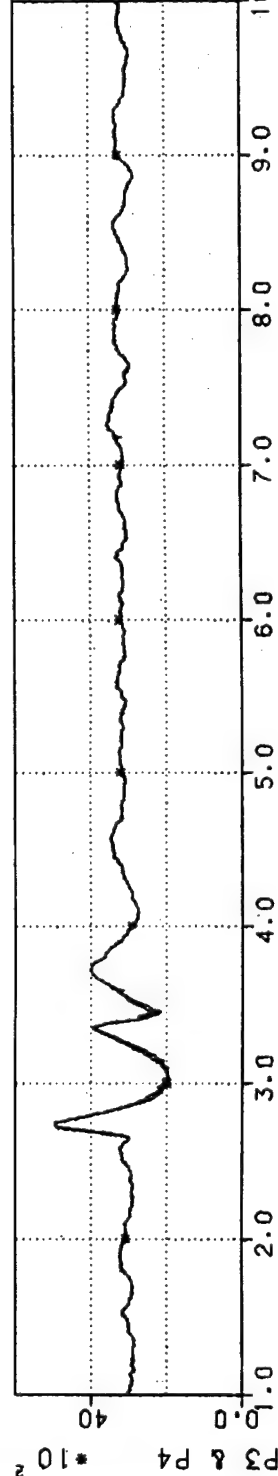
DP 2
FILE 9, CHAN 22
MAX = 6.969
MIN = 2.744 SEC
MEAN = 5.620
RMS = 3.041 SEC
RMS = 6.408



LM S
FILE 9, CHAN 9
MAX = -2.221 X10⁴
MIN = 3.041 SEC
MEAN = -5.600 X10⁴
RMS = 2.739 SEC
RMS = -3.371 X10⁴
RMS = 3.387 X10⁴



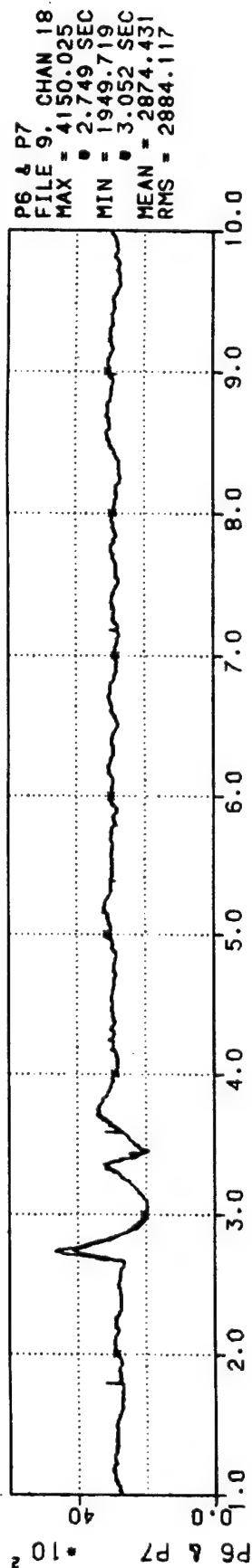
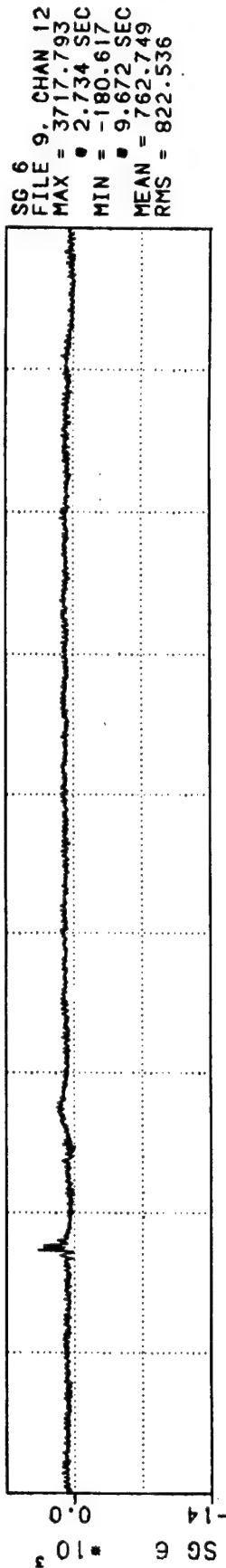
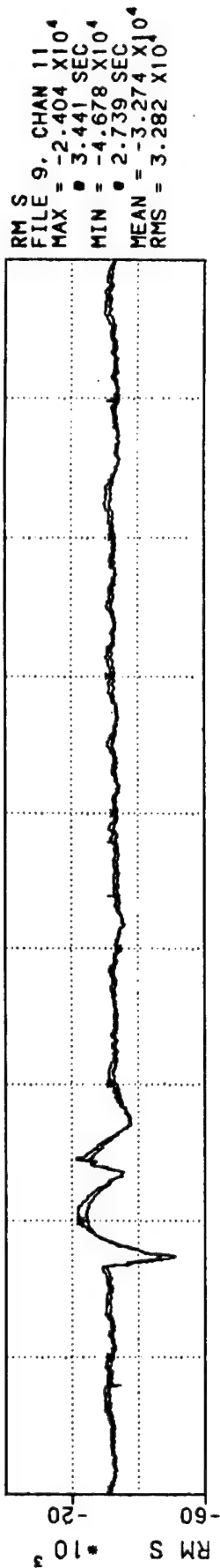
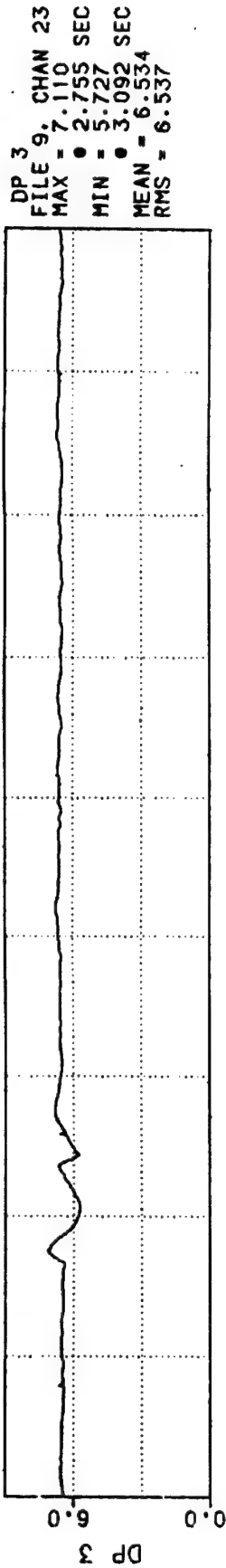
SG 4
FILE 9, CHAN 10
MAX = 3257.453
MIN = 2.739 SEC
MEAN = -2004.922
RMS = 9.605 SEC
RMS = 645.876
RMS = 1059.971



P3 & P4
FILE 9, CHAN 15
MAX = 4946.397
MIN = 2.755 SEC
MEAN = 1945.673
RMS = 3.036 SEC
RMS = 3133.013
RMS = 3149.127

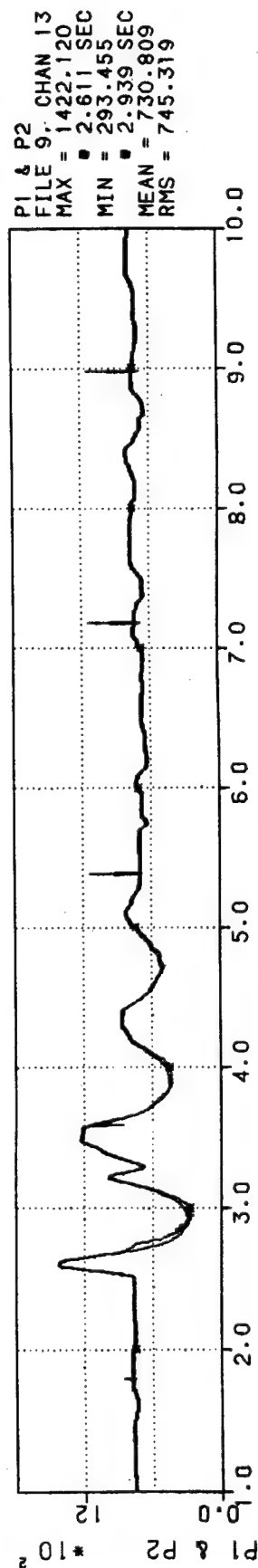
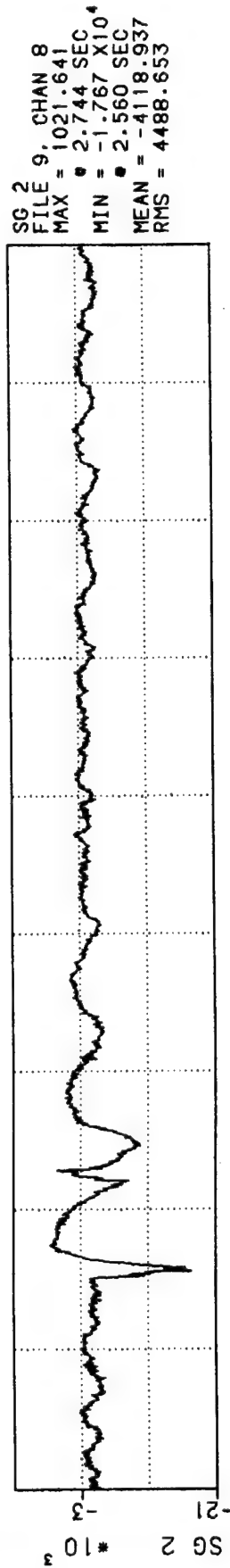
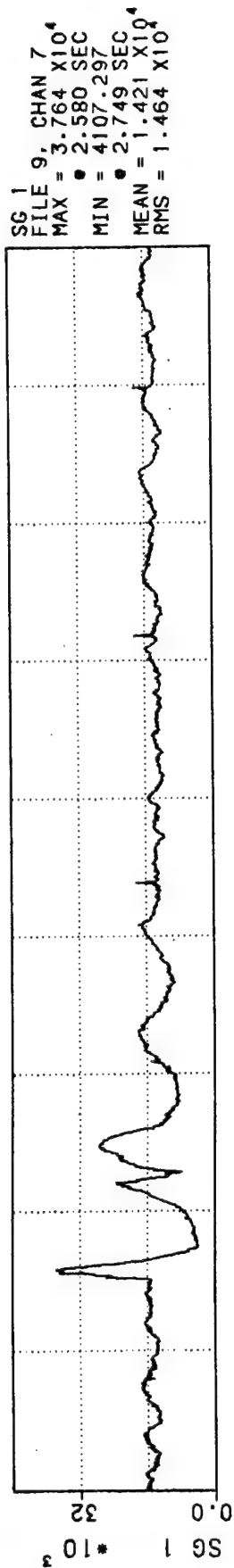
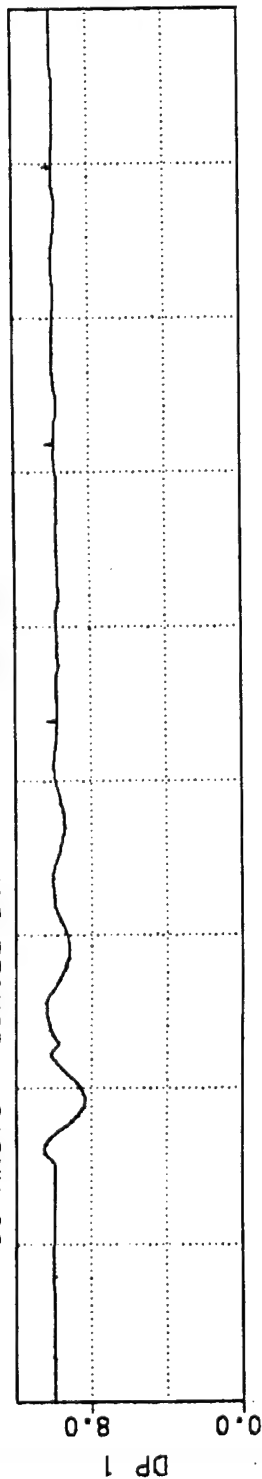
DELTA T (MSEC) = 5.120
RUN NO. 34 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 34
PAGE NO. 4
DELTA T (MSEC) = 5.120

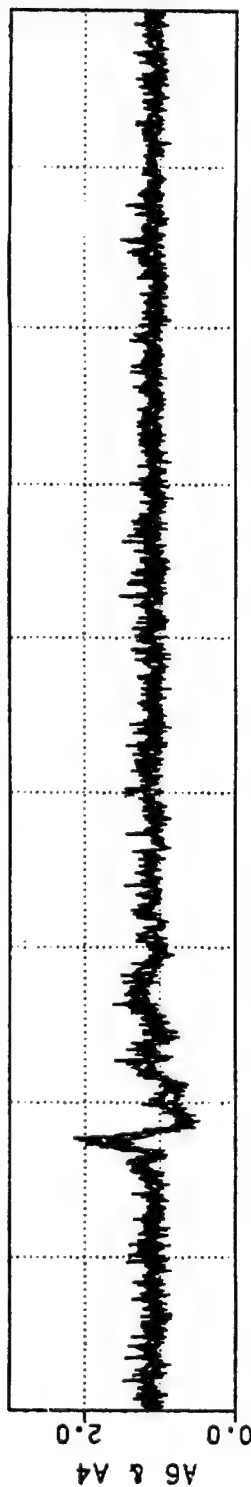
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



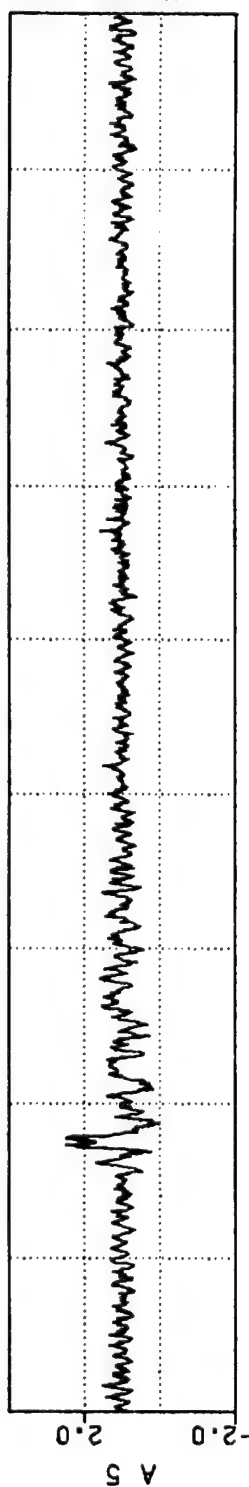
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 34 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

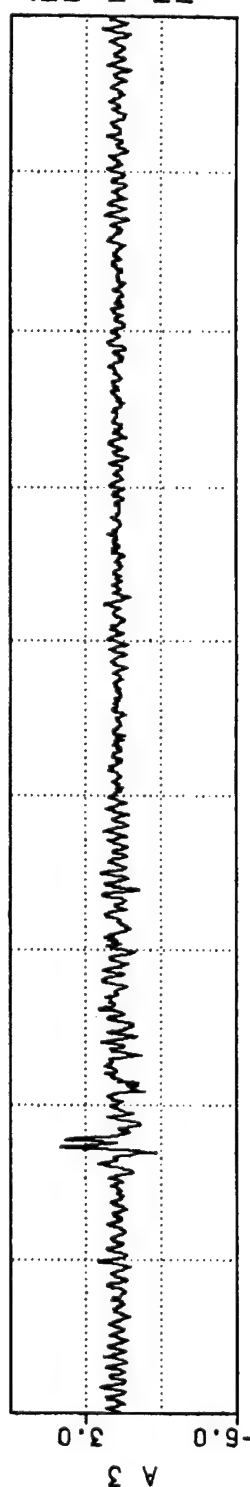
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT



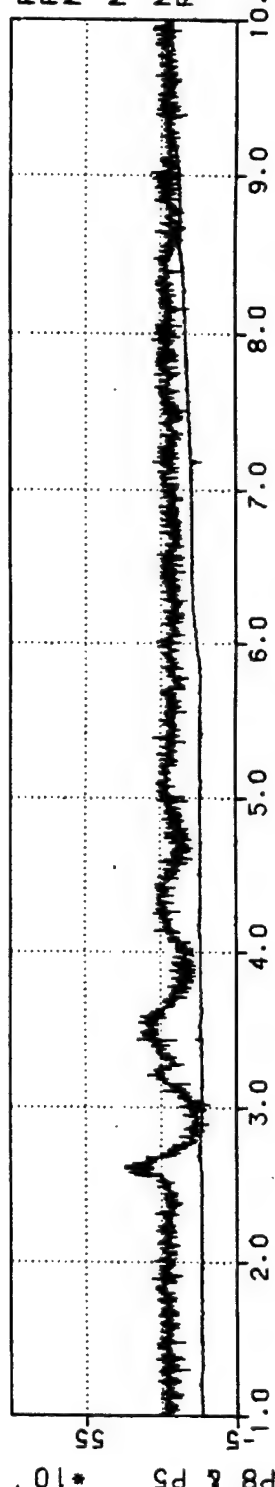
A6 & A4
FILE 9, CHAN 6
MAX = 1.801
MIN = 0.530
MEAN = 1.048
RMS = 1.054



A 5
FILE 9, CHAN 5
MAX = 2.469
MIN = 0.278
MEAN = 0.983
RMS = 1.007



A 3
FILE 9, CHAN 3
MAX = 4.446
MIN = -1.243
MEAN = 1.104
RMS = 1.178



P8 & P5
FILE 9, CHAN 20
MAX = 250.010
MIN = 84.122
MEAN = 122.795
RMS = 129.792

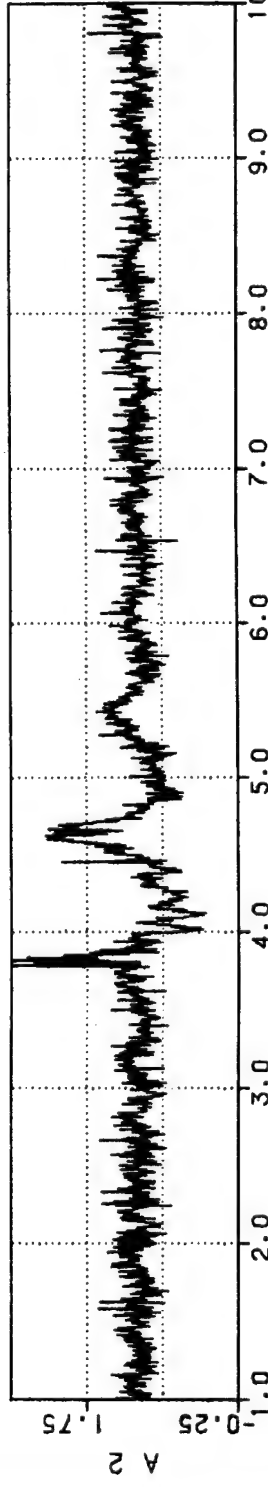
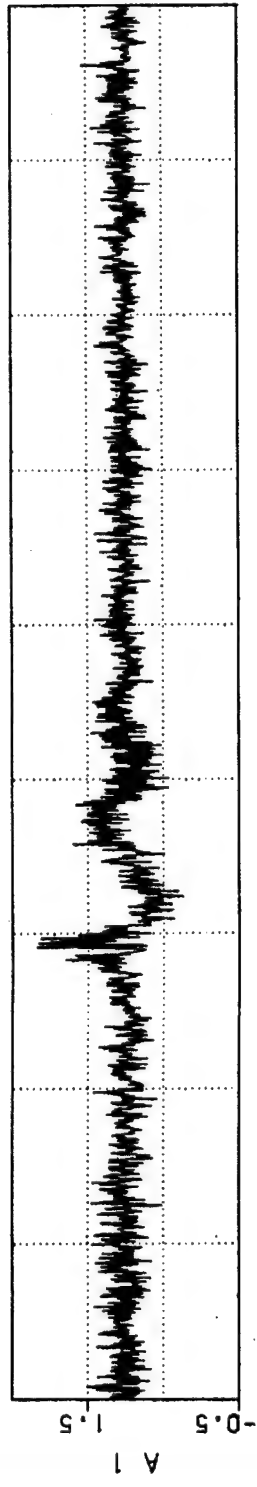
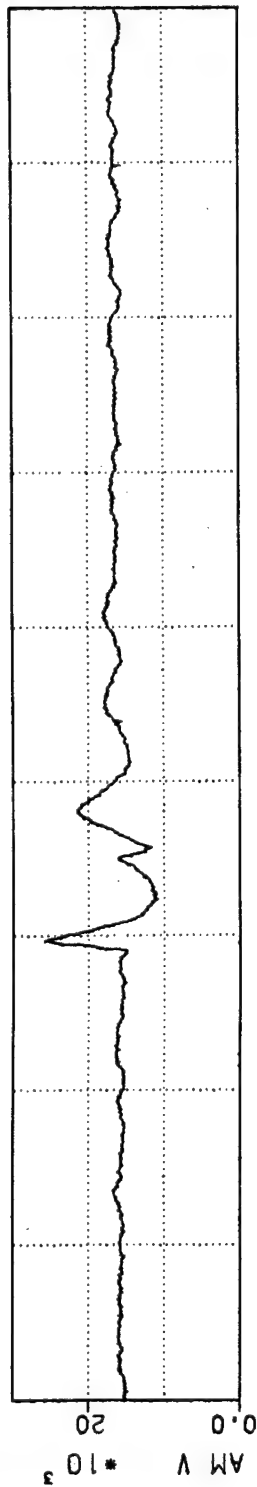
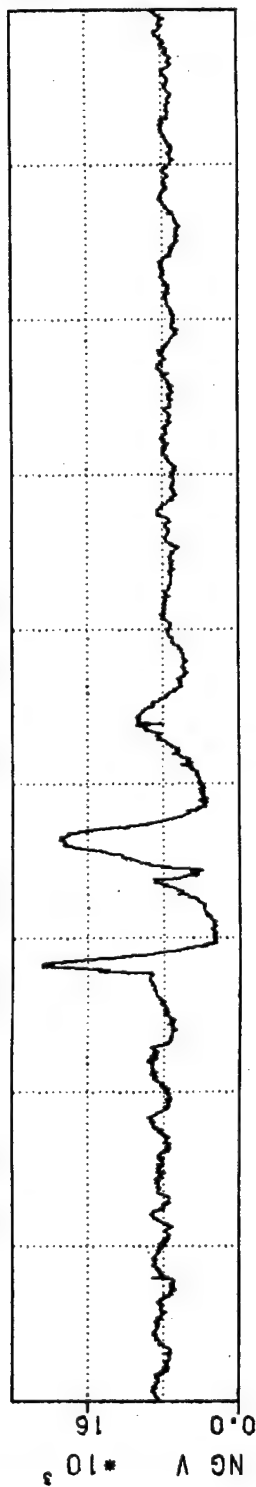
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 34 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



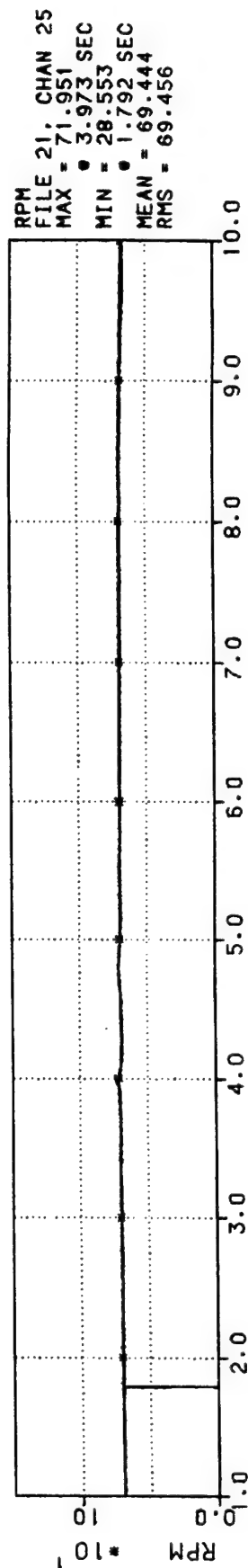
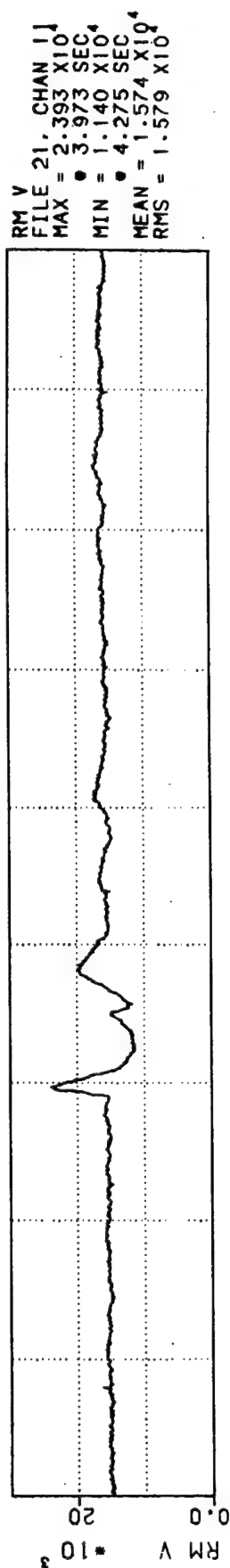
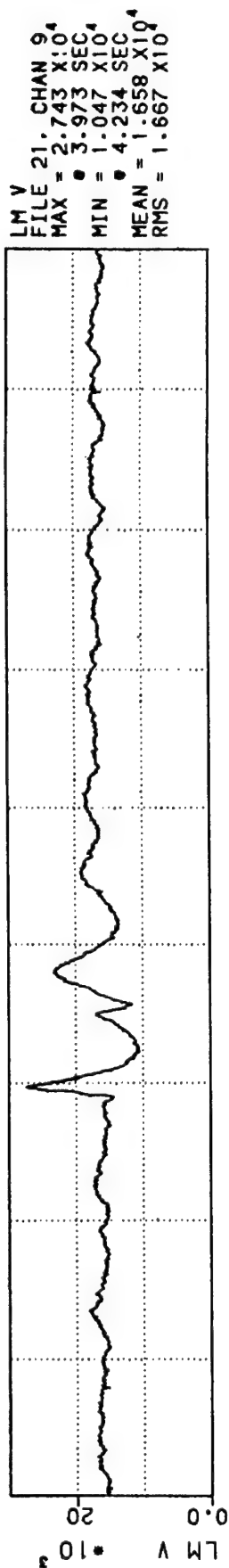
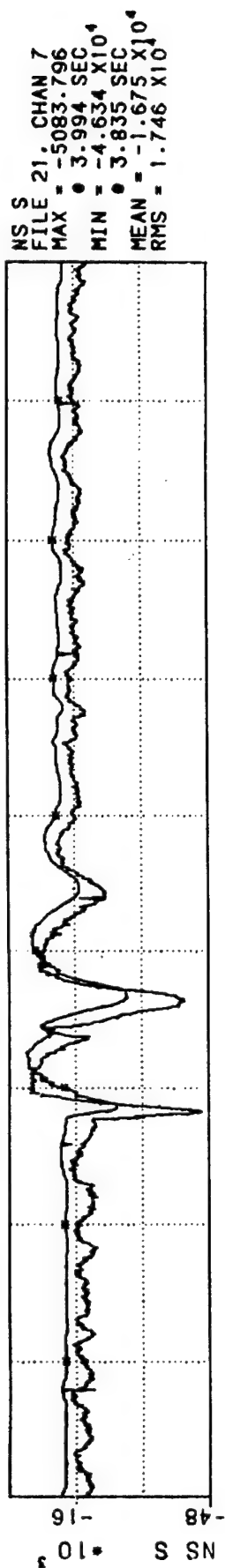
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 35 PAGE NO. 1

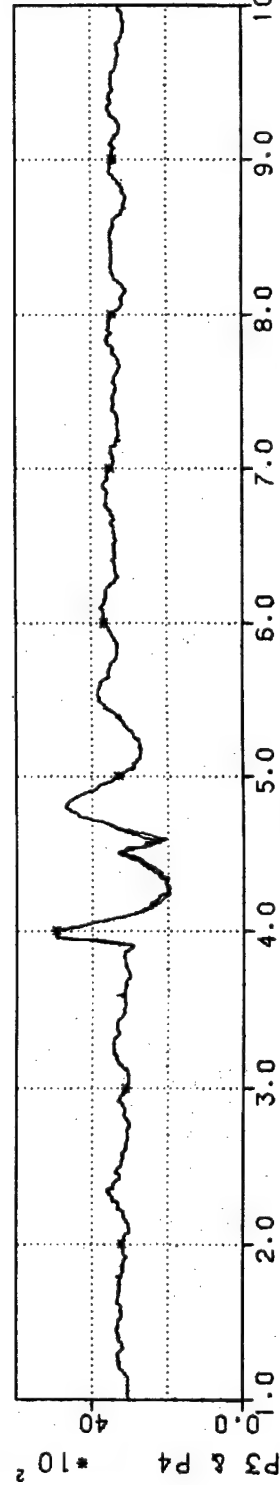
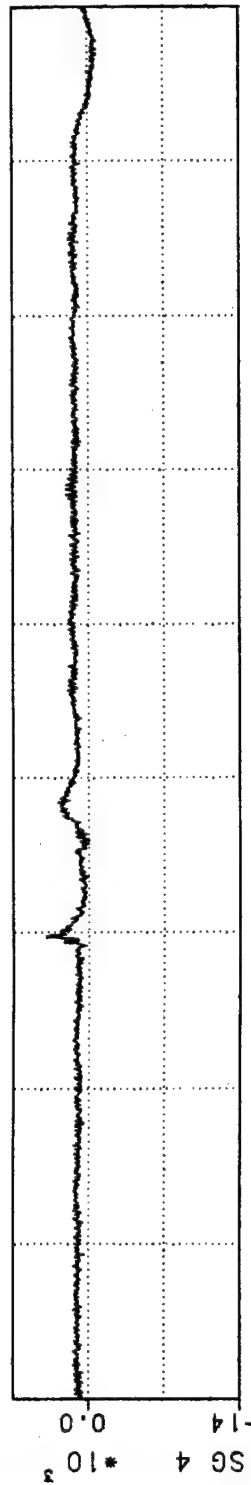
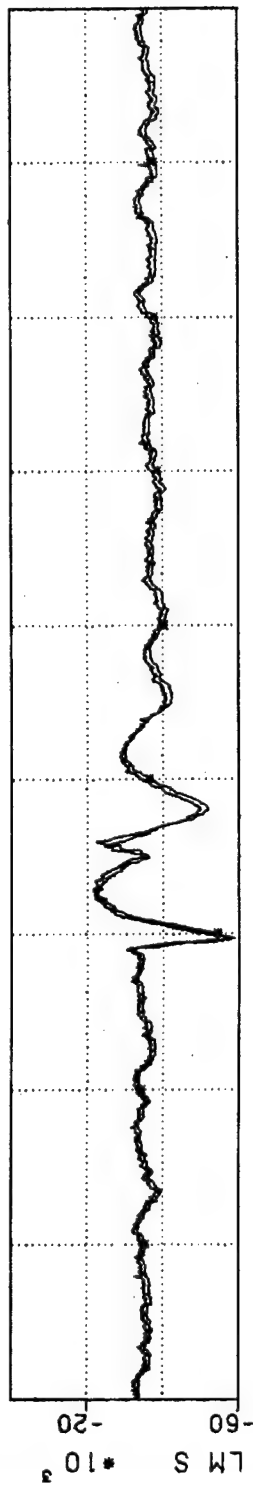
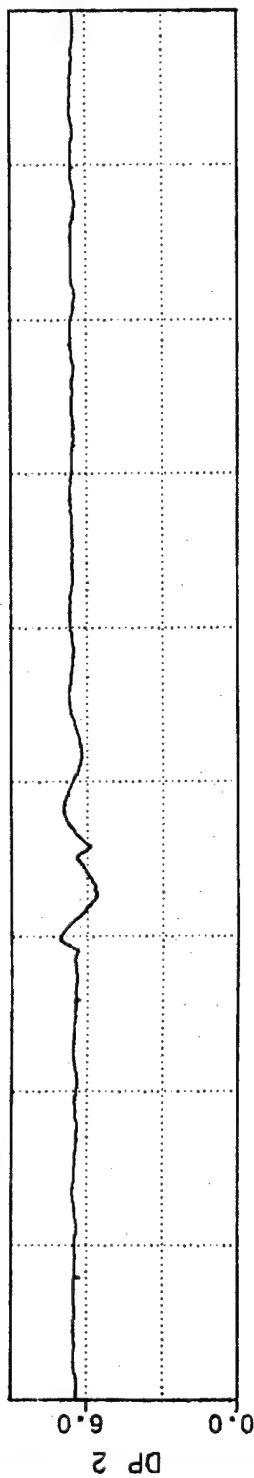
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



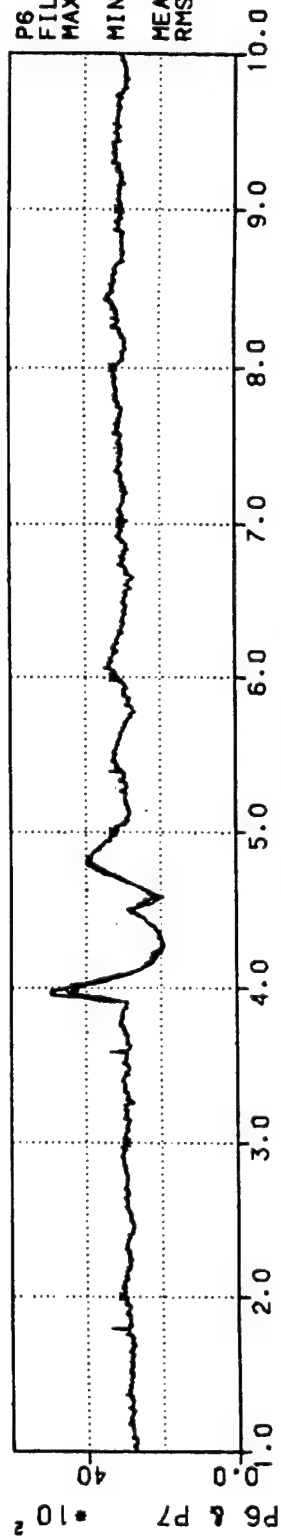
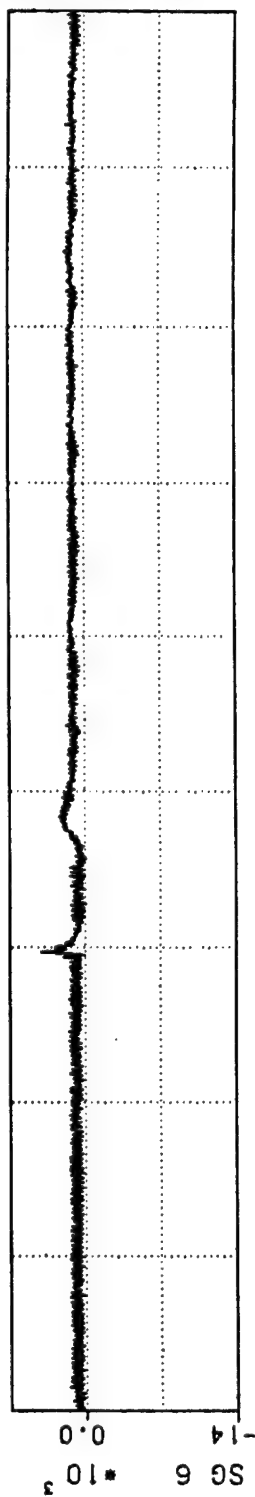
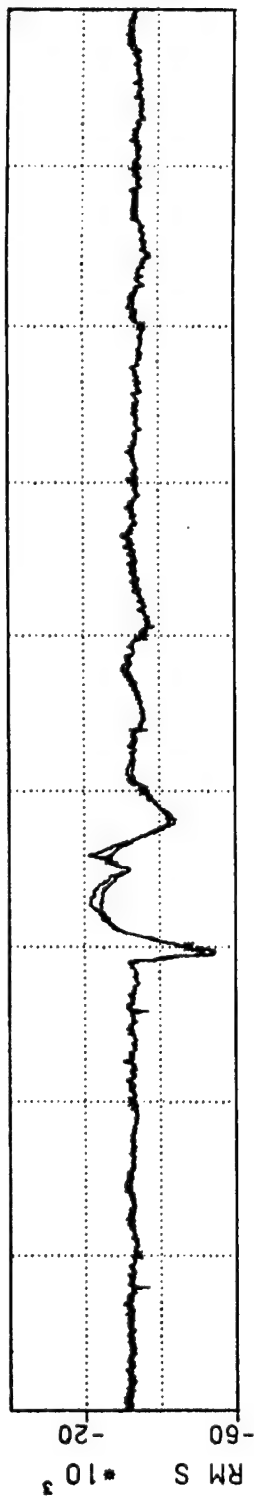
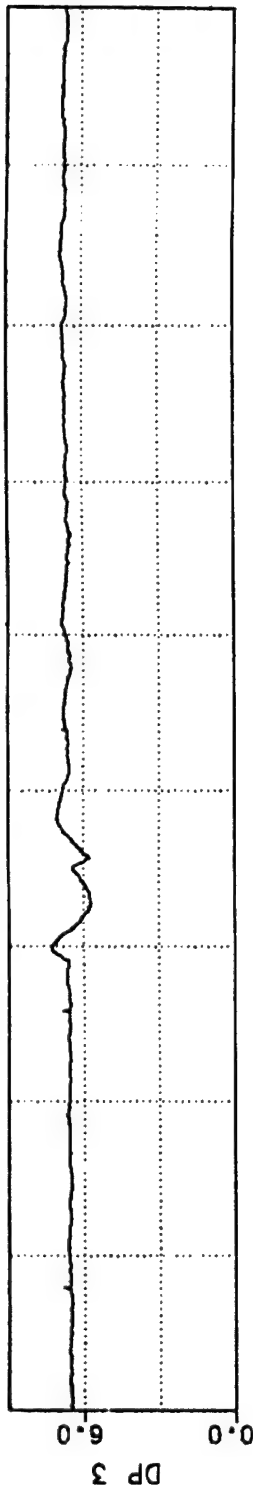
TIME - SECONDS
RUN NO. 35
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



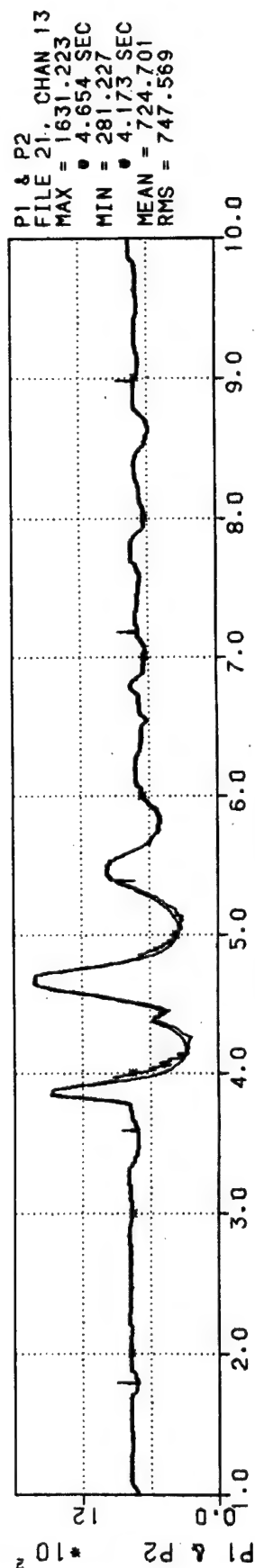
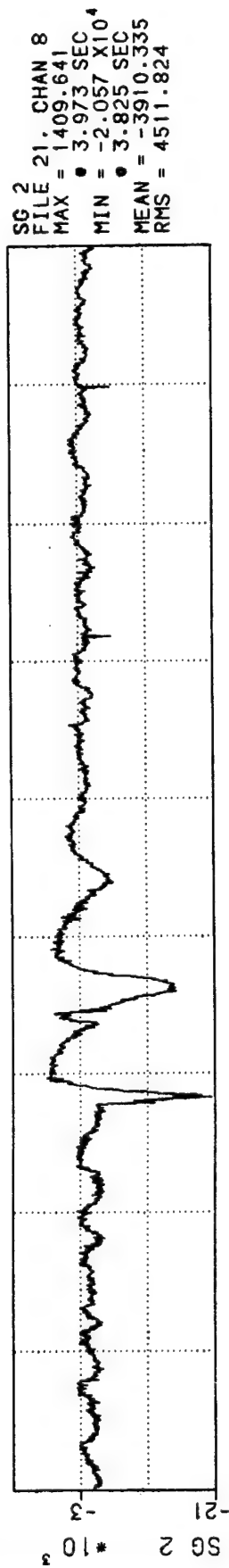
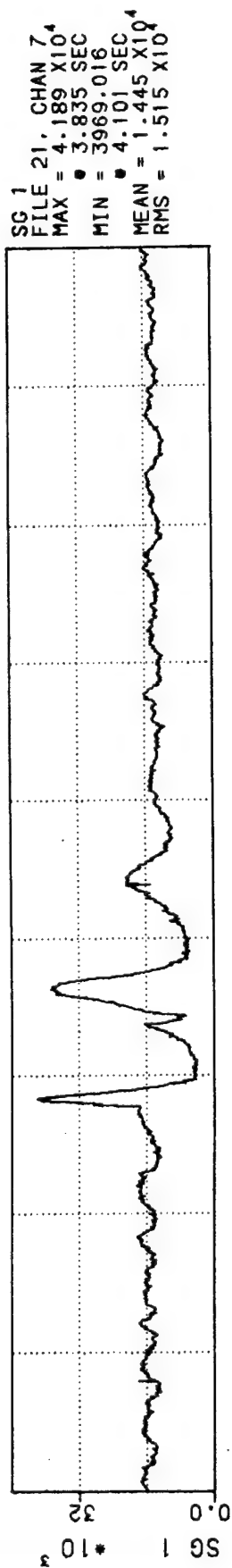
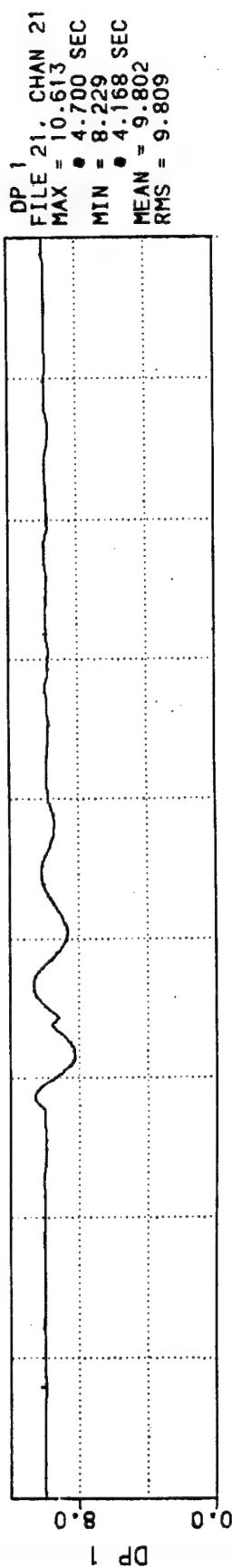
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 35 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 35
PAGE NO. 4
DELTA T (MSEC) = 5.120

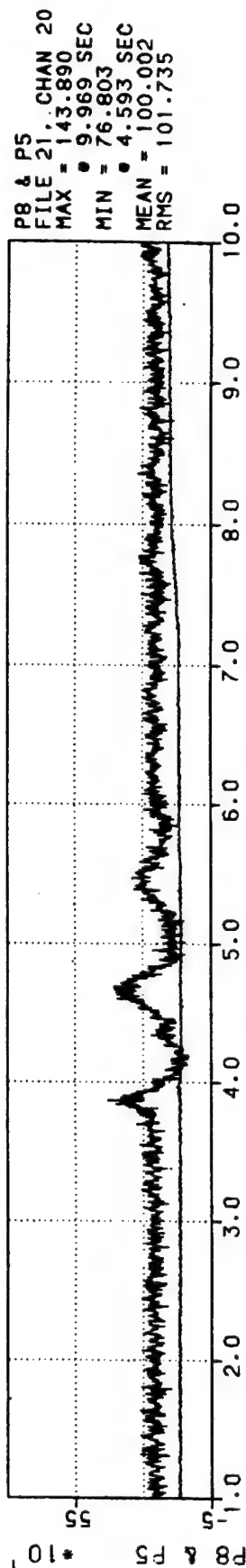
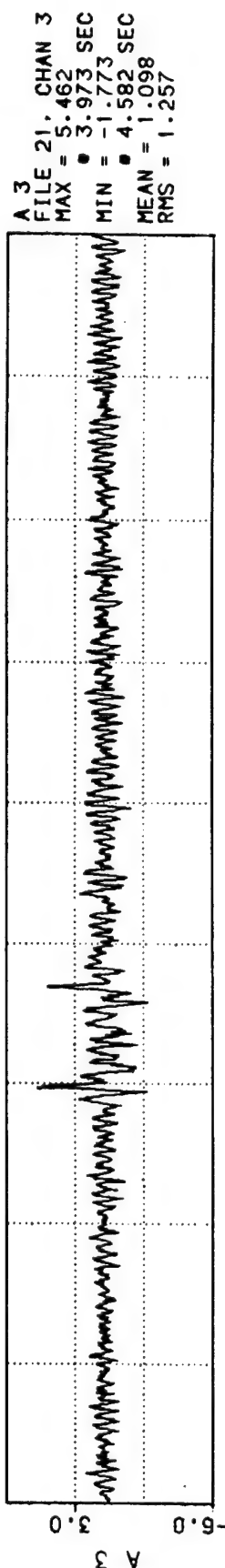
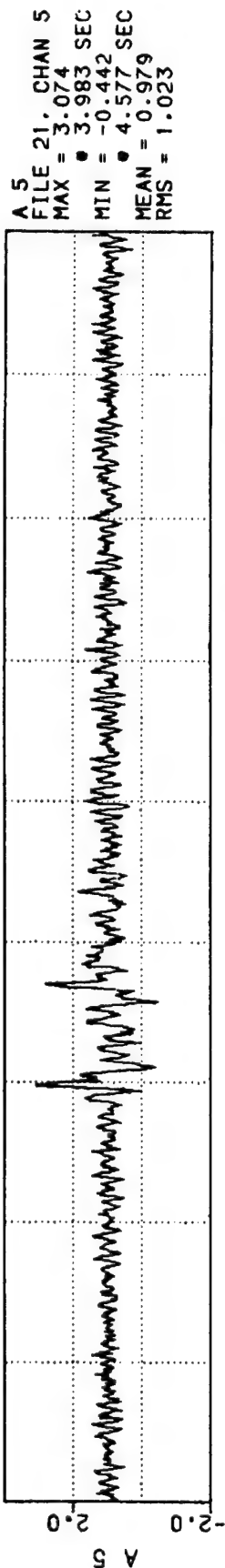
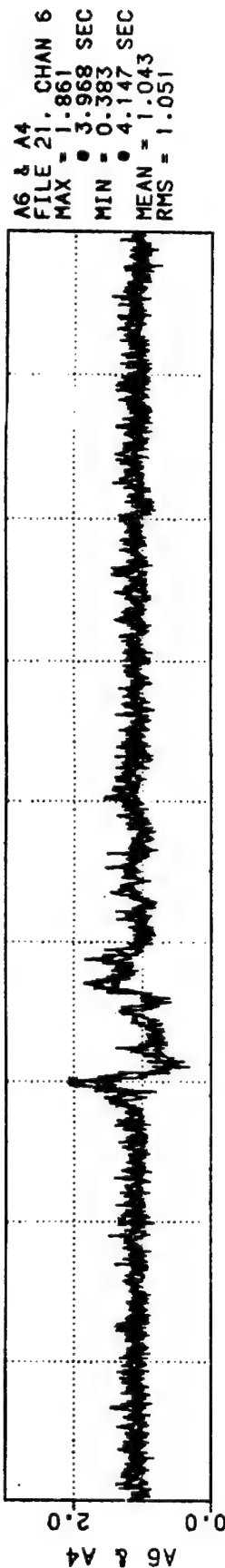
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 35 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

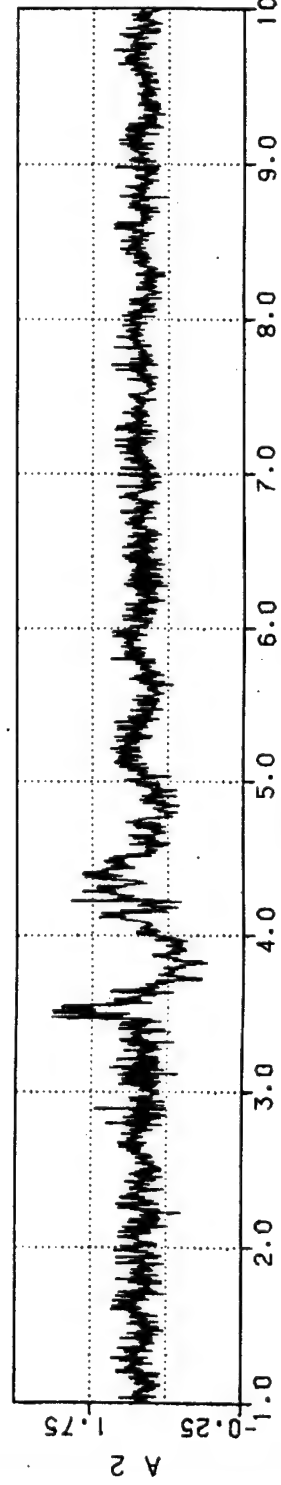
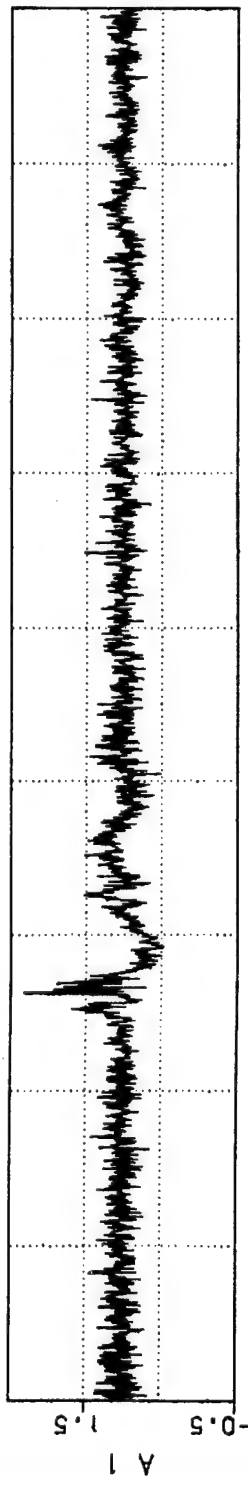
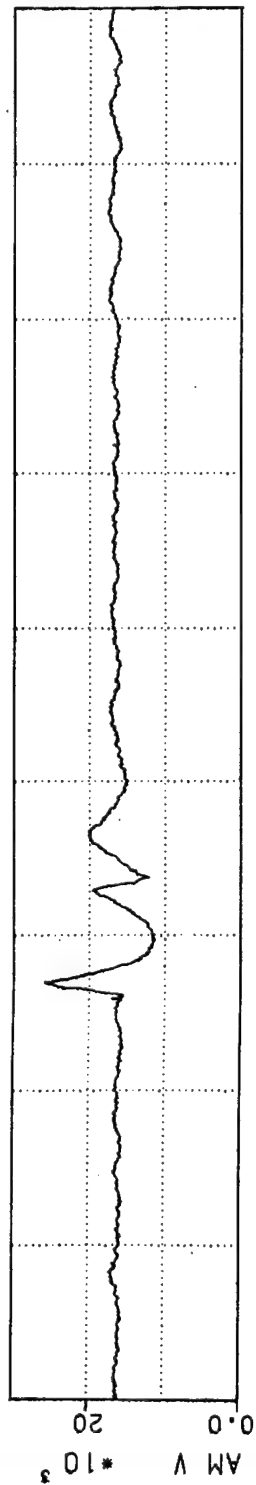
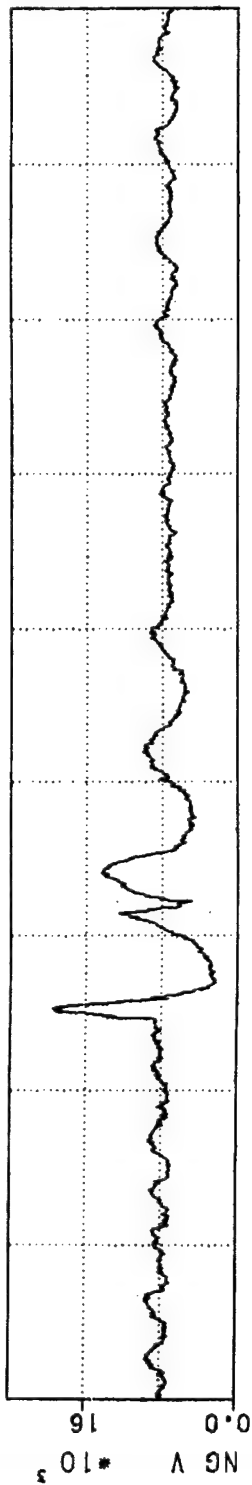
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 35
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

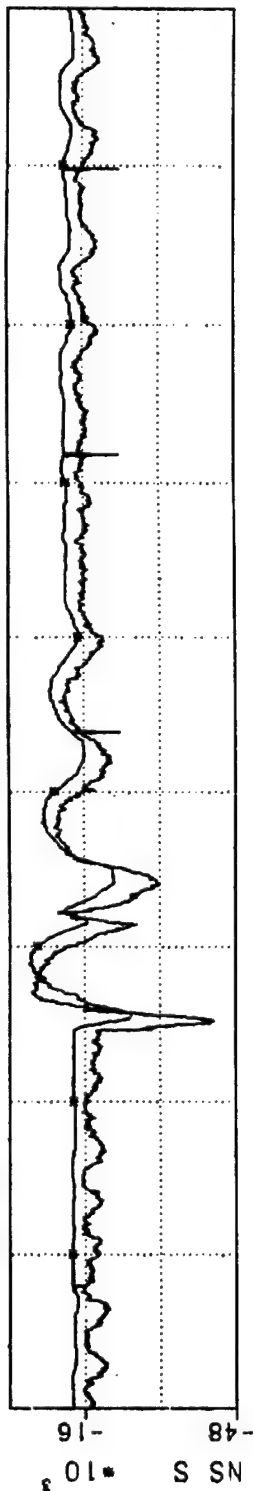
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



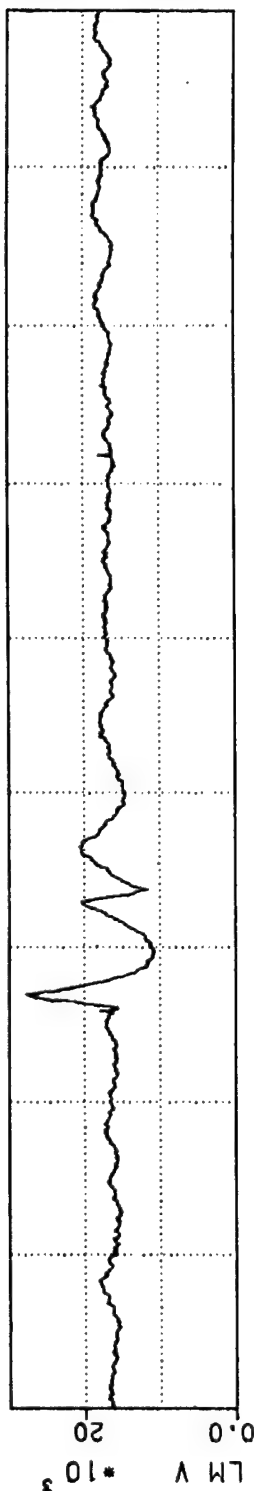
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 36 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

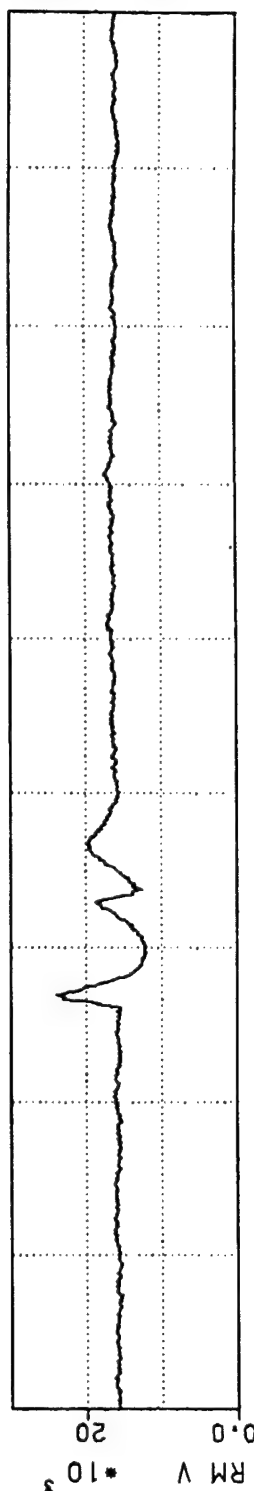
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



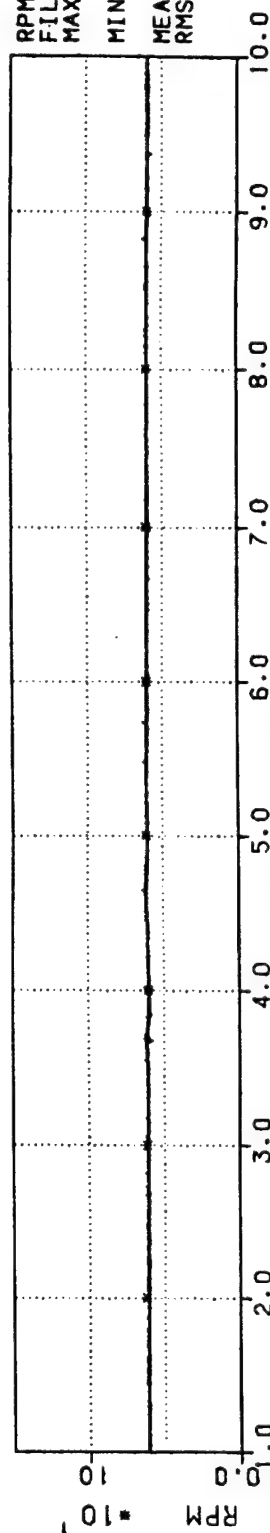
FILE 22, CHAN 7
MAX = -4803.520
MIN = -4.335 X10⁴
MEAN = -1.666 X10⁴
RMS = 1.715 X10⁴



FILE 22, CHAN 9
MAX = 2.780 X10⁴
MIN = 1.078 X10⁴
MEAN = 1.672 X10⁴
RMS = 1.679 X10⁴



FILE 22, CHAN 11
MAX = 2.397 X10⁴
MIN = 1.202 X10⁴
MEAN = 1.614 X10⁴
RMS = 1.618 X10⁴



FILE 22, CHAN 25
MAX = 61.973
MIN = 57.696
MEAN = 60.261
RMS = 60.264

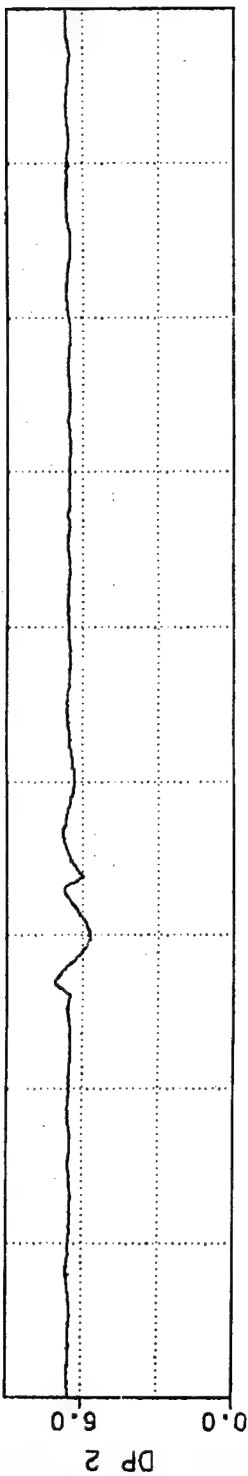
TIME - SECONDS

DELTA T (MSEC) = 5.120

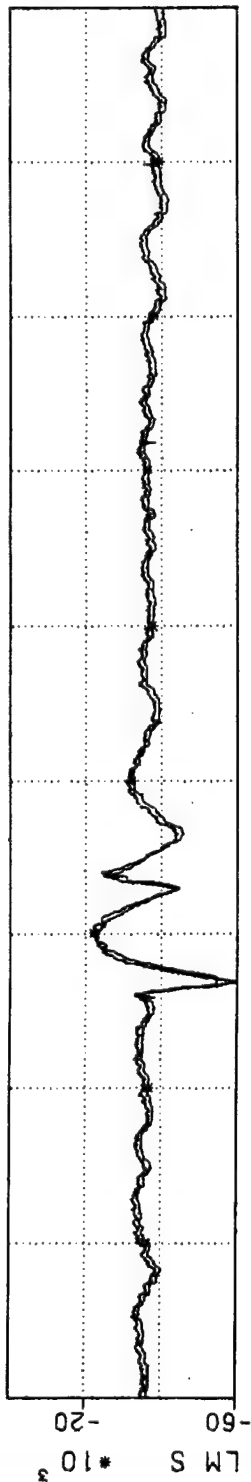
RUN NO. 36 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

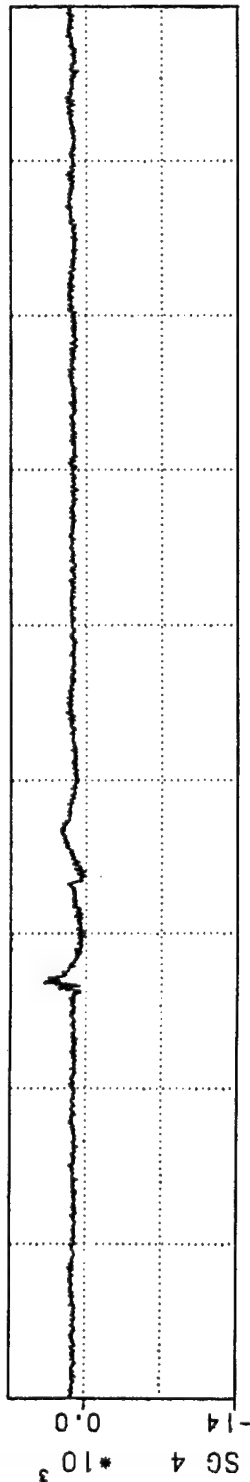
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



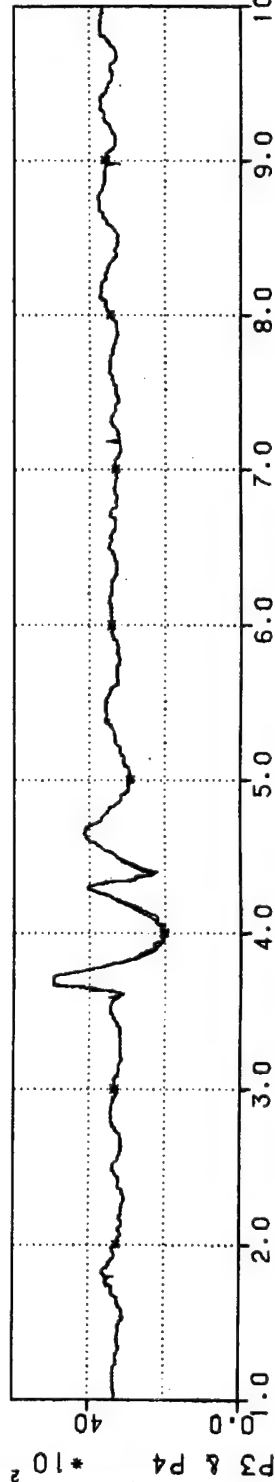
DP 2
FILE 22, CHAN 22
MAX = 7.107
MIN = 3.697 SEC
MEAN = 5.687
RMS = 3.988 SEC
RMS = 6.534



LM S
FILE 22, CHAN 9
MAX = -2.262 X10⁴
MIN = 3.983 SEC
MEAN = -6.000 X10⁴
RMS = 3.692 SEC
RMS = -3.570 X10⁴
RMS = 3.587 X10⁴



SG 4
FILE 22, CHAN 10
MAX = 3873.531
MIN = 3.681 SEC
MEAN = 48.687
RMS = 4.403 SEC
RMS = 1236.537
RMS = 1274.642

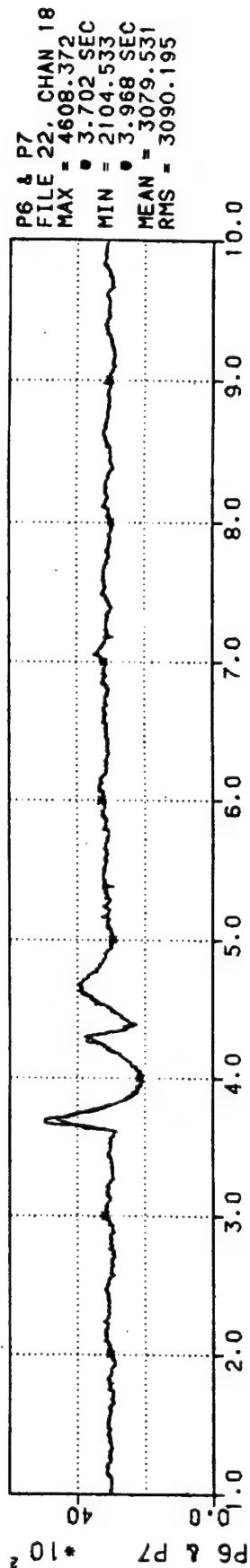
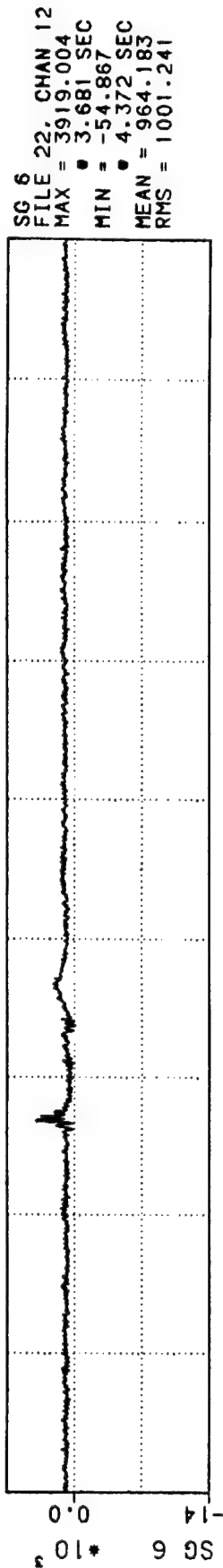
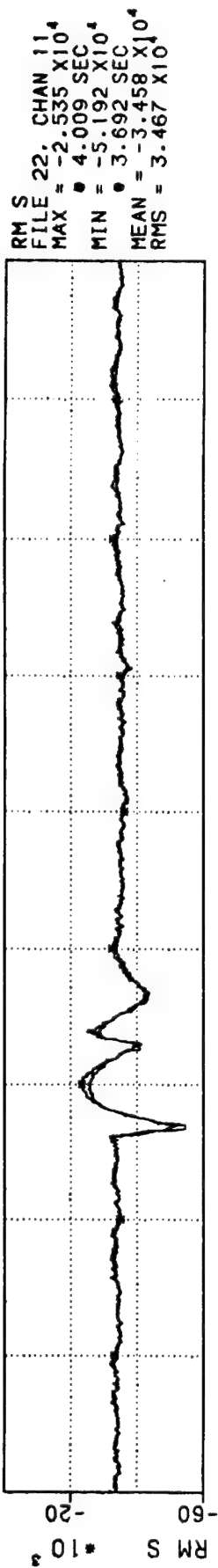
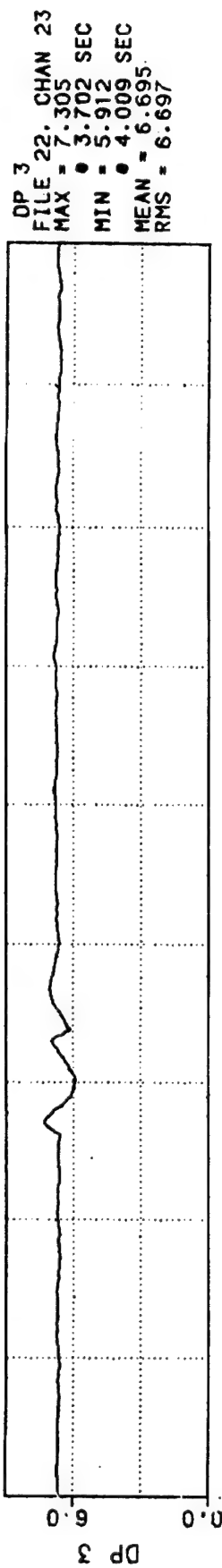


P3 & P4
FILE 22, CHAN 15
MAX = 4946.397
MIN = 3.722 SEC
MEAN = 2001.853
RMS = 3.988 SEC
RMS = 3345.738
RMS = 3362.459

DELTA T (MSEC) = 5.120
RUN NO. 36 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

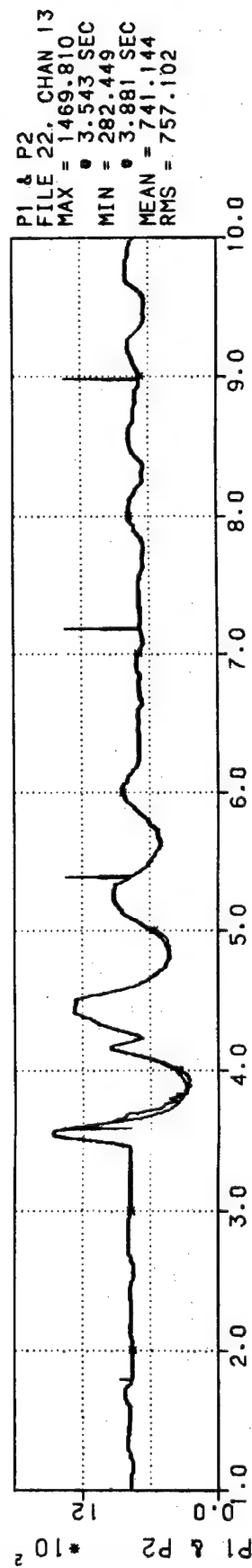
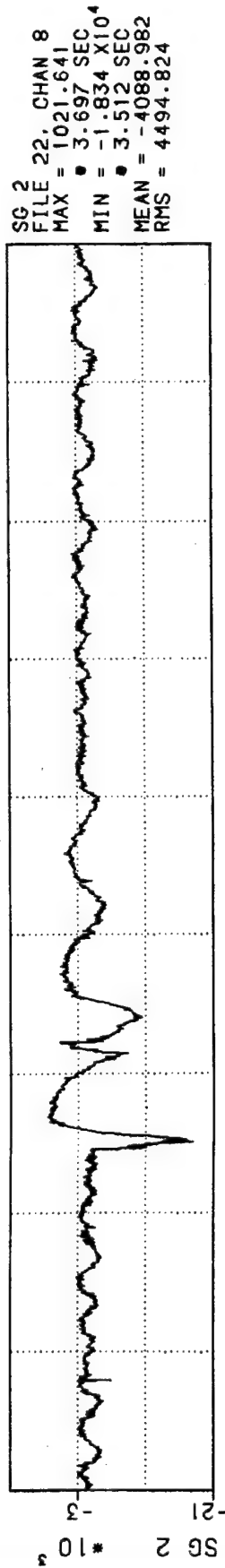
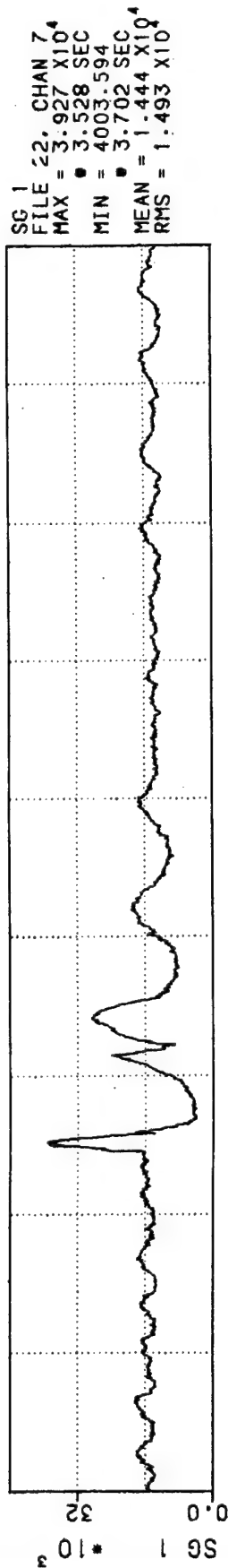
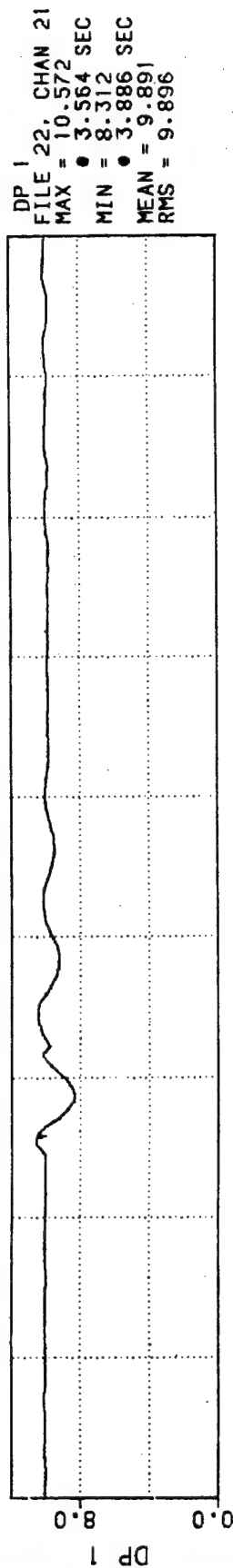
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



TIME - SECONDS
RUN NO. 36
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



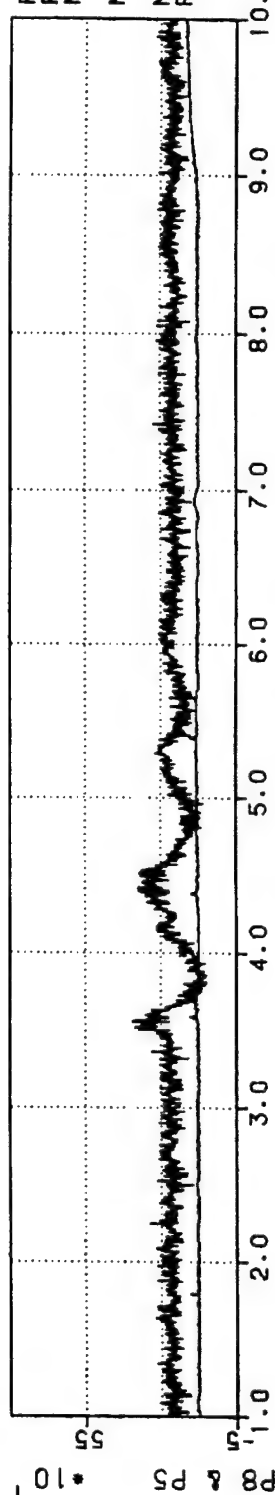
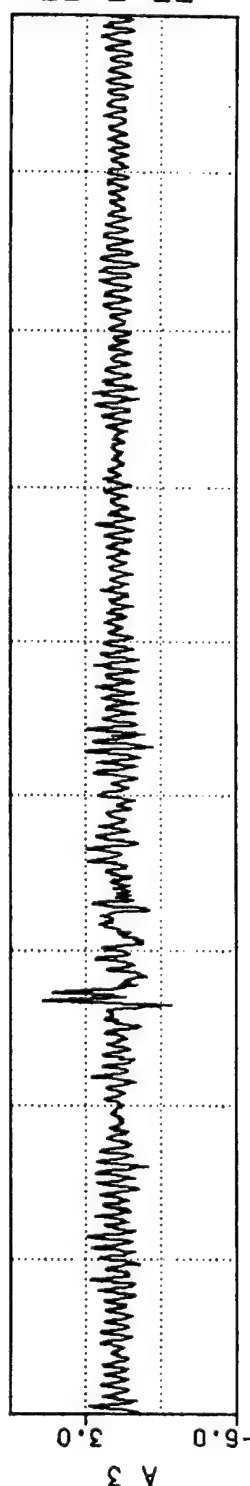
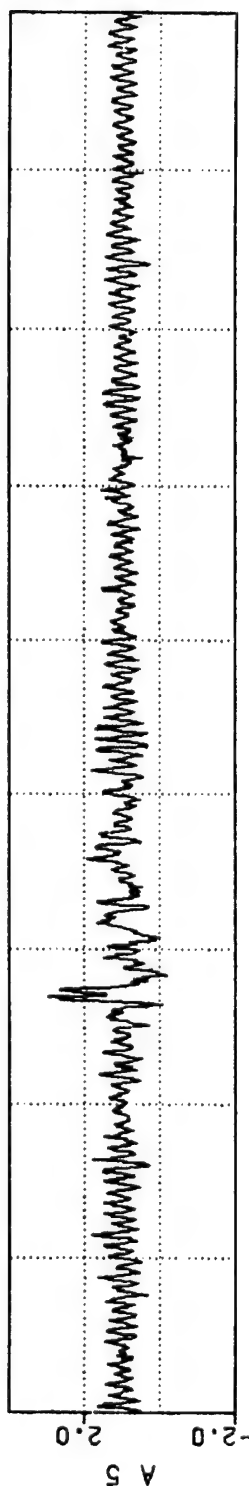
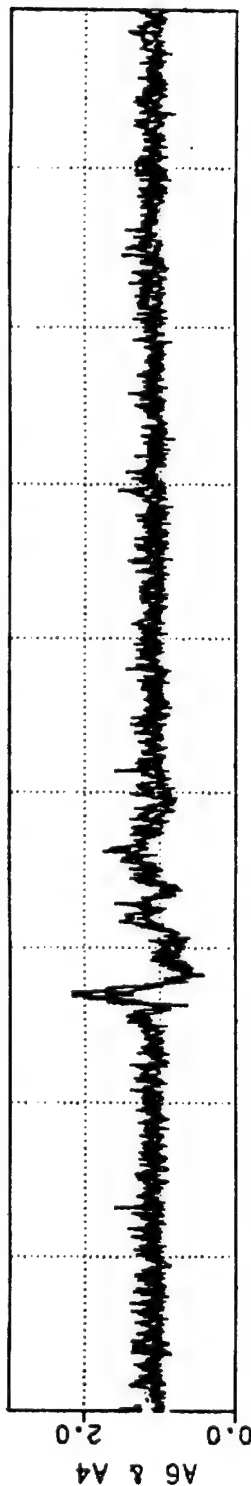
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 36 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

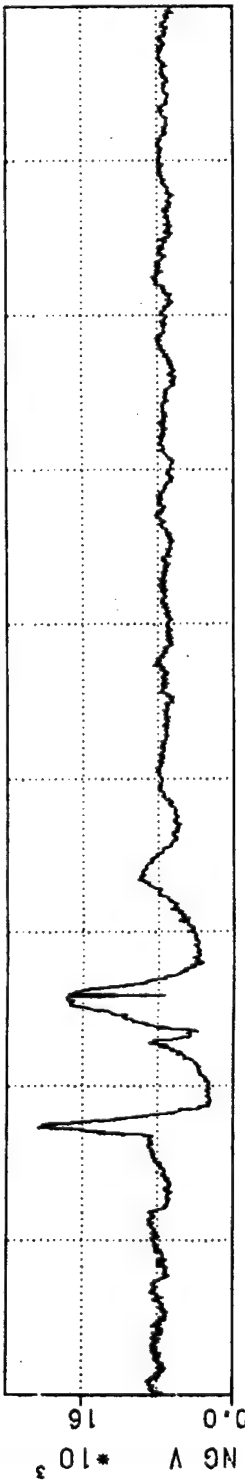


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 36 PAGE NO. 6

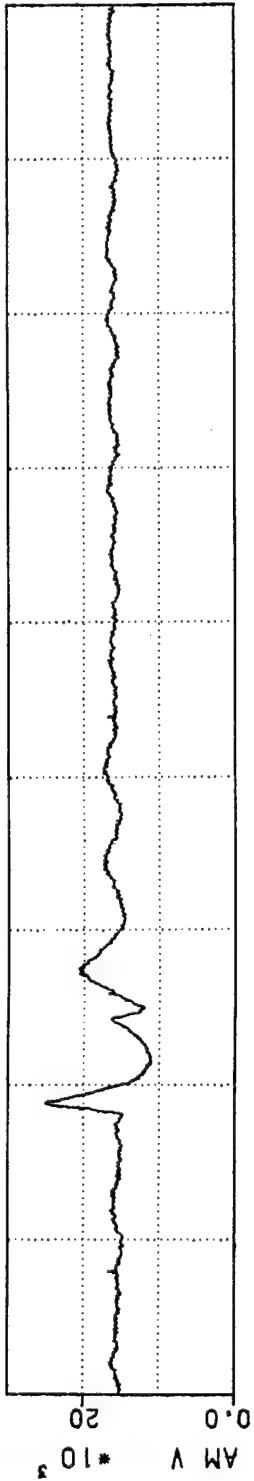
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

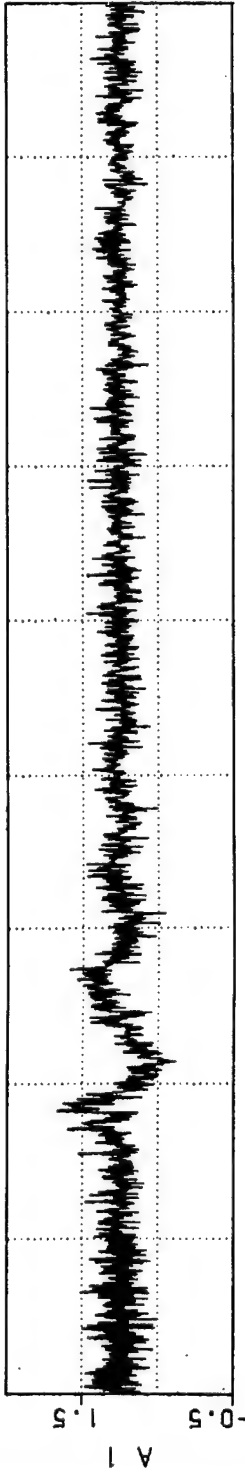
NG V
FILE 23, CHAN 7
MAX = 2.055 X10⁴
• 2.729 SEC
MIN = 2375.067
• 2.918 SEC
MEAN = 7399.334
RMS = 7679.275



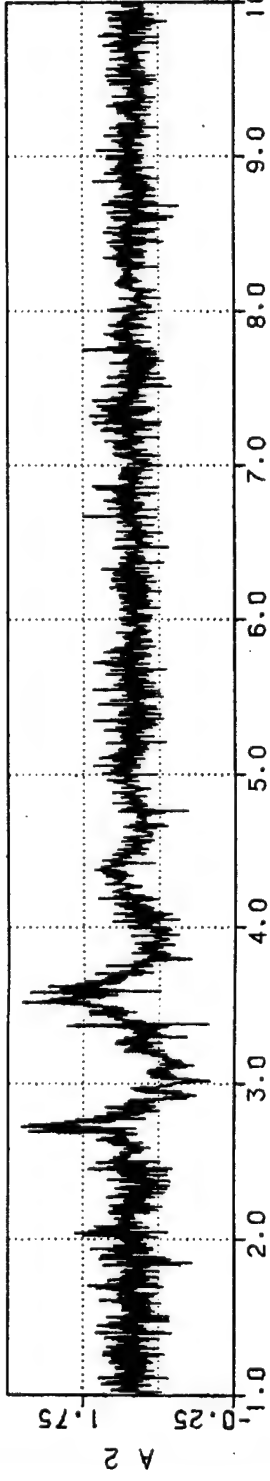
AM V
FILE 23, CHAN 9
MAX = 2.501 X10⁴
• 2.888 SEC
MIN = 1.111 X10⁴
• 3.149 SEC
MEAN = 1.597 X10⁴
RMS = 1.602 X10⁴



A 1
FILE 23, CHAN 1
MAX = 1.813
• 2.826 SEC
MIN = 0.270
• 3.144 SEC
MEAN = 1.010
RMS = 1.027

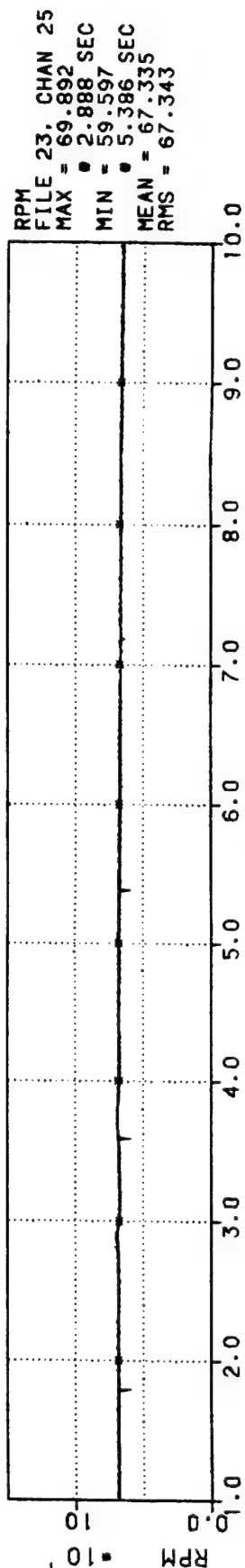
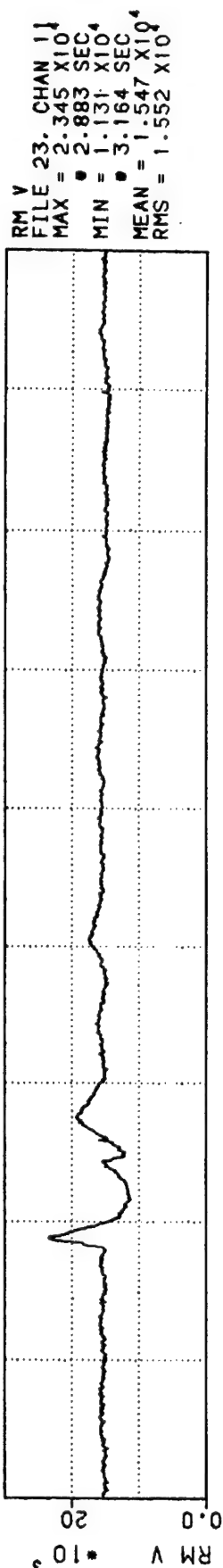
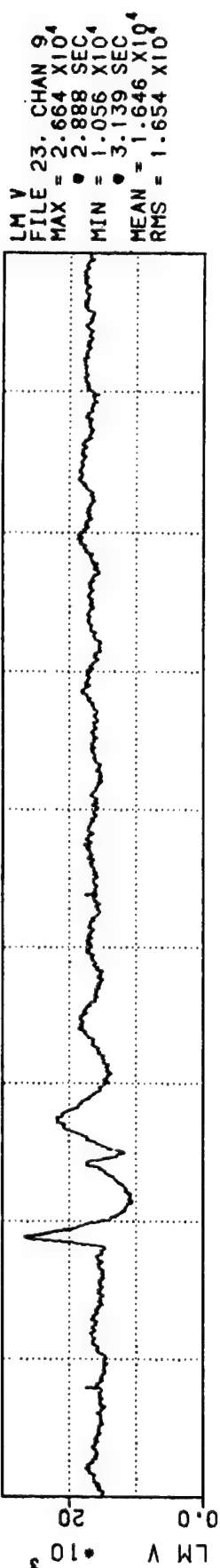
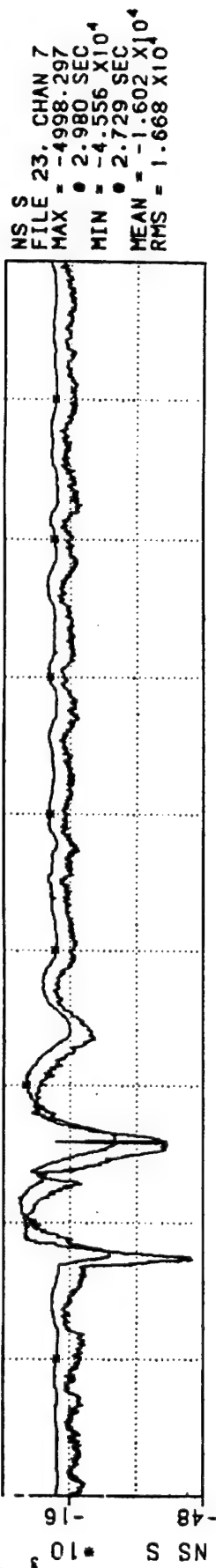


A 2
FILE 23, CHAN 2
MAX = 2.565
• 3.523 SEC
MIN = 0.073
• 3.021 SEC
MEAN = 1.096
RMS = 1.128



A-7D HAVE BOUNCE TEST: WHITEMAN AFB

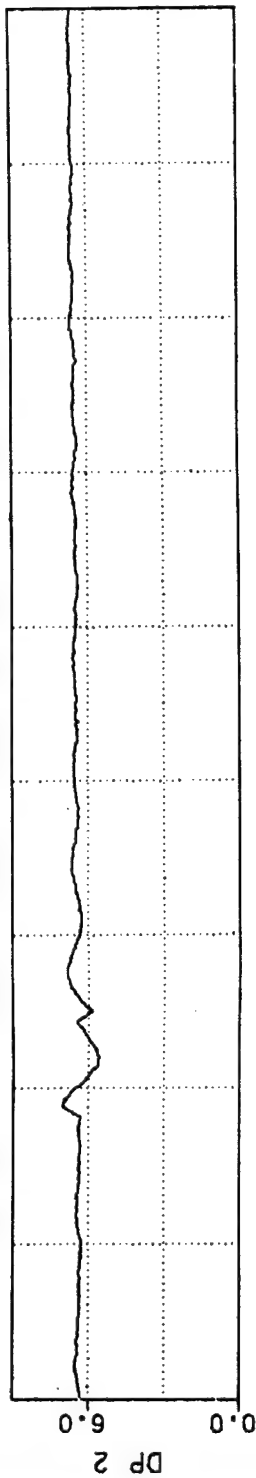
70 KNOTS • SINGLE BUMP • HEAVY WEIGHT • 8 DEG STAB.



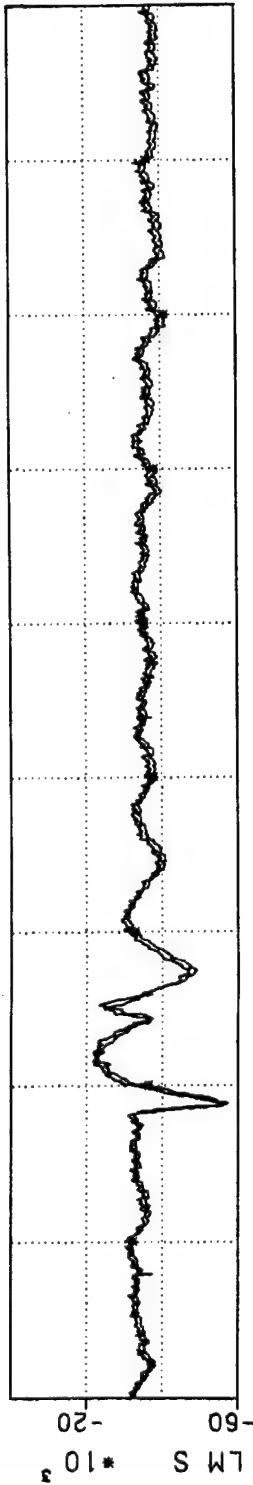
TIME - SECONDS
RUN NO. 37
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

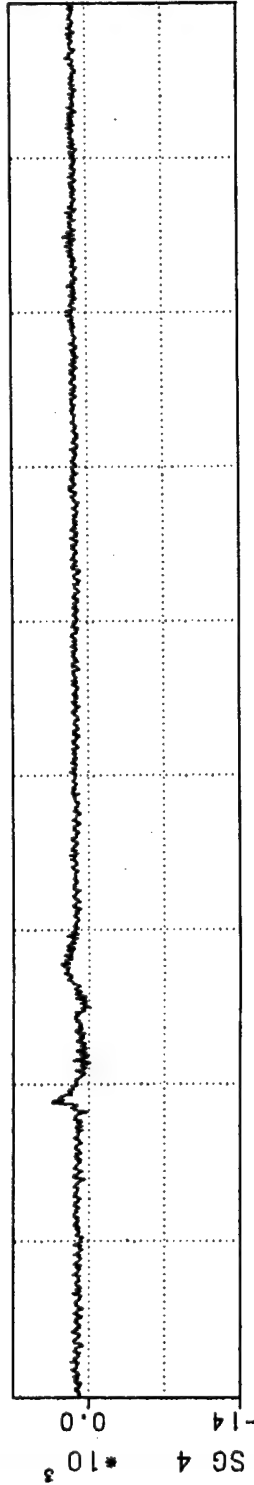
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



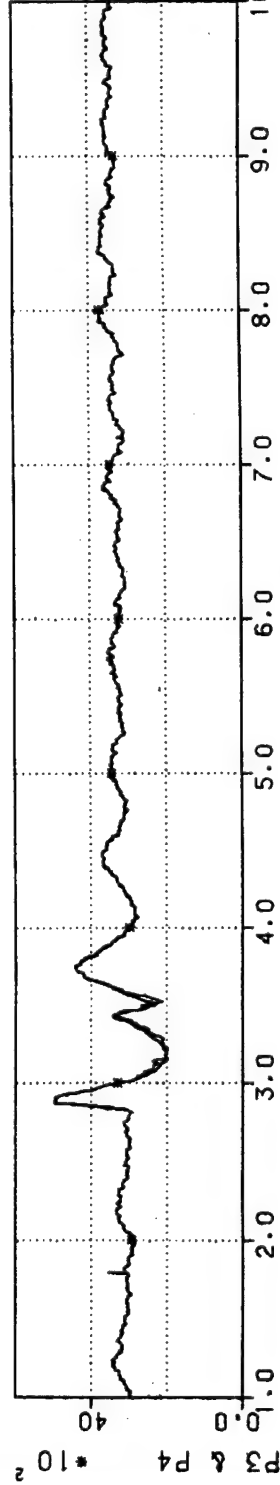
DP 2
FILE 23, CHAN 22
MAX = 7.012
MIN = 2.893 SEC
MEAN = 5.597
RMS = 3.195 SEC
RMS = 6.479



LM S
FILE 23, CHAN 9
MAX = -2.215 X10⁴
MIN = 3.139 SEC
MEAN = -5.742 X10⁴
RMS = 2.888 SEC
RMS = -3.512 X10⁴
RMS = 3.530 X10⁴



SG 4
FILE 23, CHAN 10
MAX = 3360.129
MIN = 2.893 SEC
MEAN = -105.332
RMS = 3.497 SEC
RMS = 1187.839
RMS = 1227.578



P3 & P4
FILE 23, CHAN 15
MAX = 4946.397
MIN = 2.908 SEC
MEAN = 1965.213
RMS = 3.154 SEC
RMS = 3293.937
RMS = 3312.832

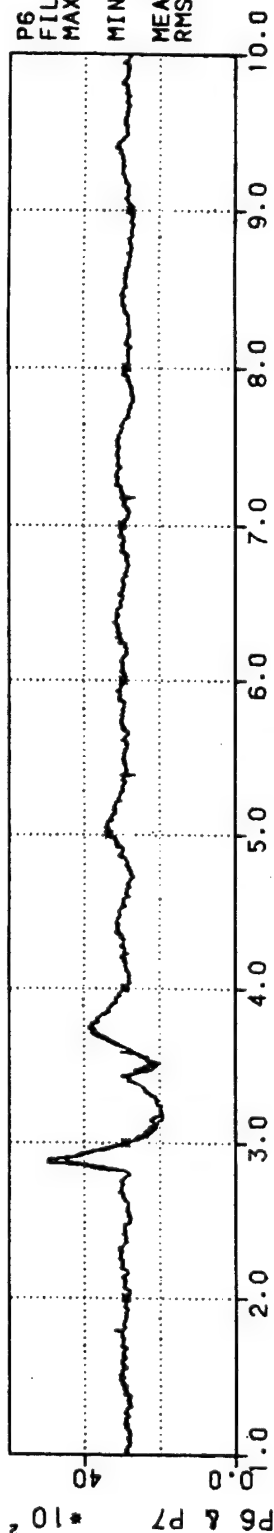
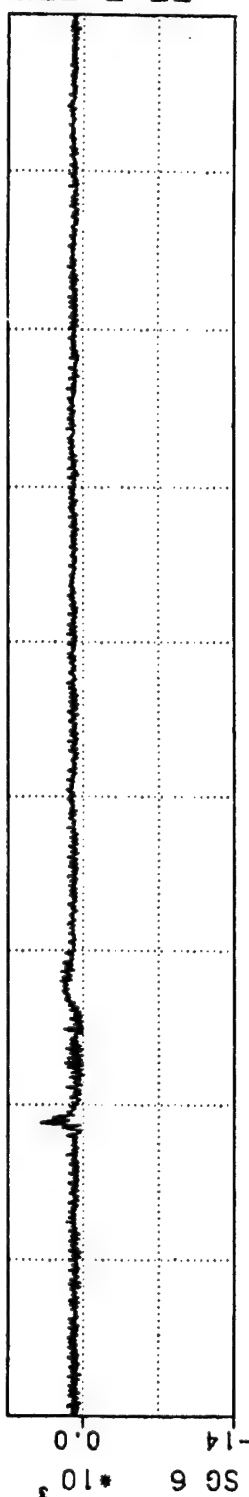
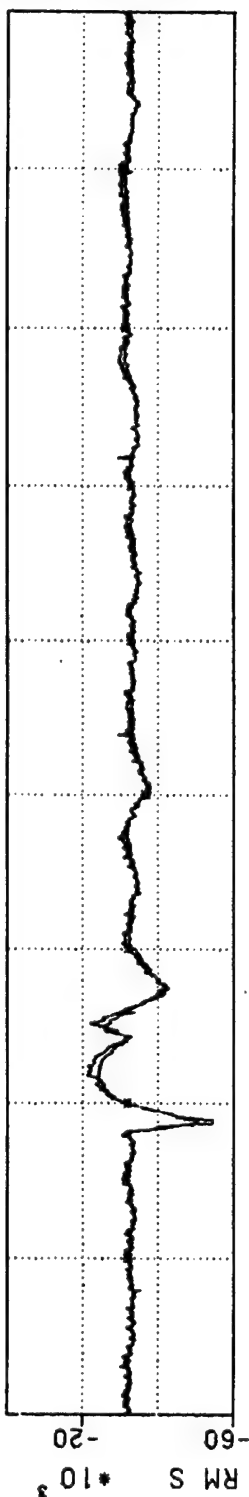
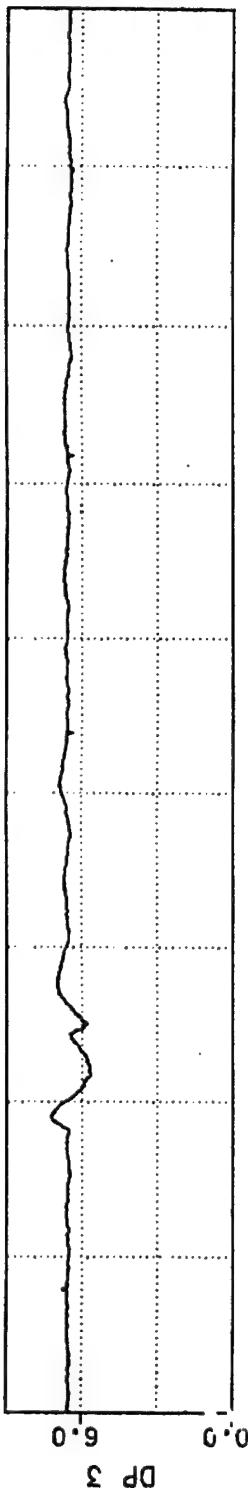
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 37 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



TIME - SECONDS

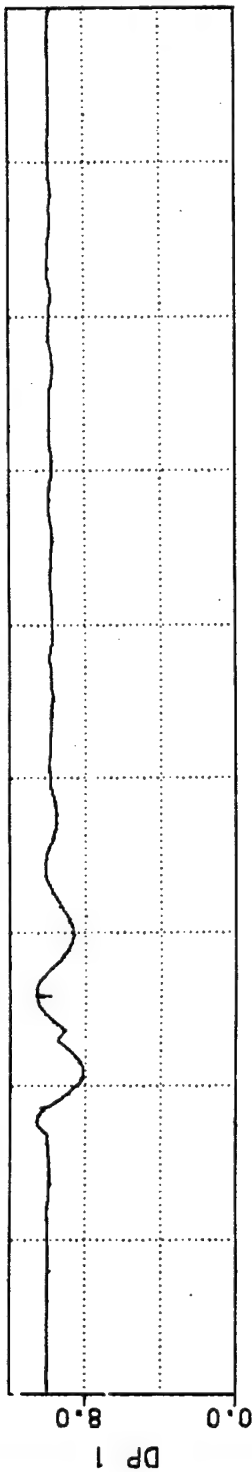
DELTA T (MSEC) = 5.120

RUN NO. 37 PAGE NO. 4

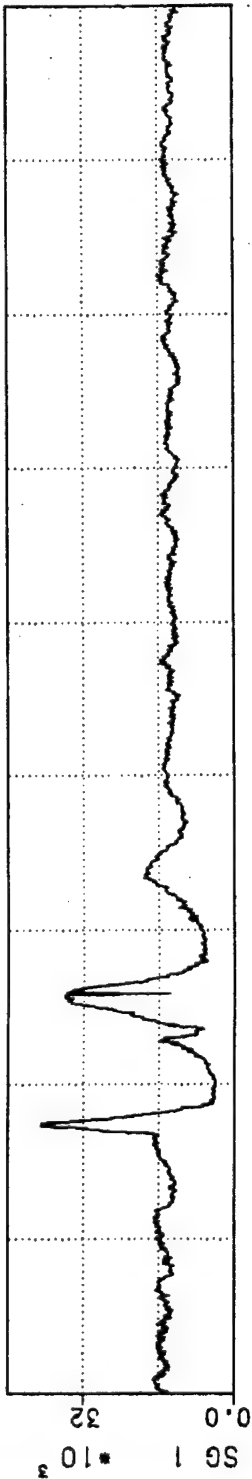
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

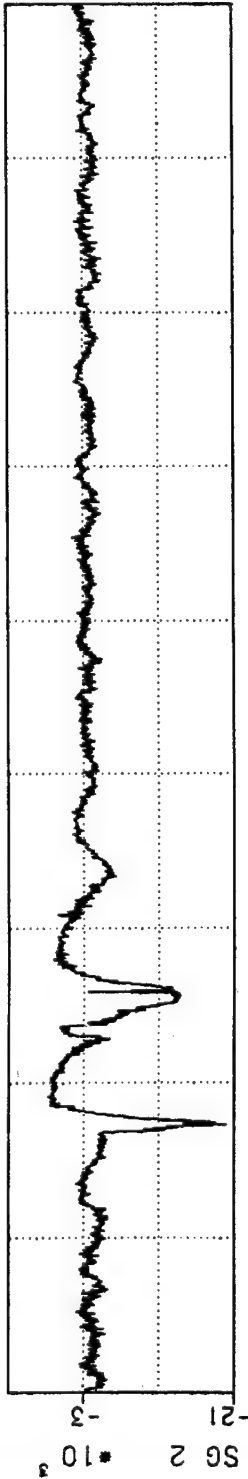
DP 1
FILE 23, CHAN 21
MAX = 10.587
MIN = 8.131
MEAN = 9.779
RMS = 9.786



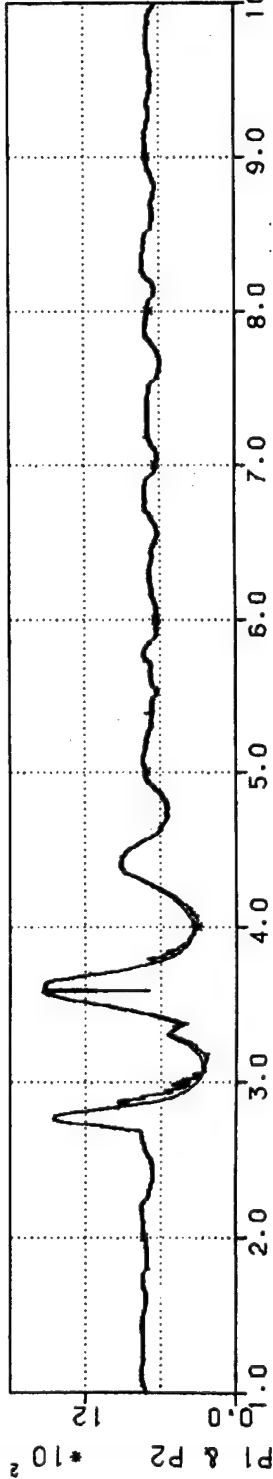
SG 1
FILE 23, CHAN 7
MAX = 4.092 X10⁴
MIN = 2.729 SEC
MEAN = 3934.453
RMS = 1.445 X10⁴



SG 2
FILE 23, CHAN 8
MAX = 1233.281
MIN = -2.913 SEC
MEAN = -2.011 X10⁴
RMS = -3685.081



P1 & P2
FILE 23, CHAN 13
MAX = 1534.620
MIN = 3.584 SEC
MEAN = 266.553
RMS = 3.087 SEC

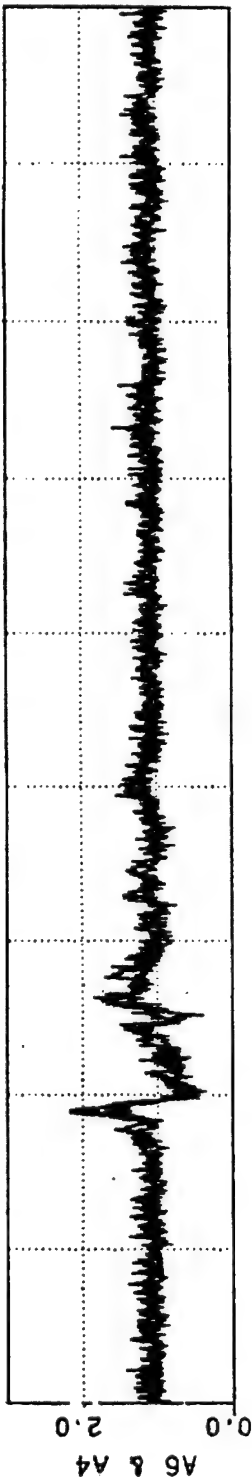


TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 37 PAGE NO. 5

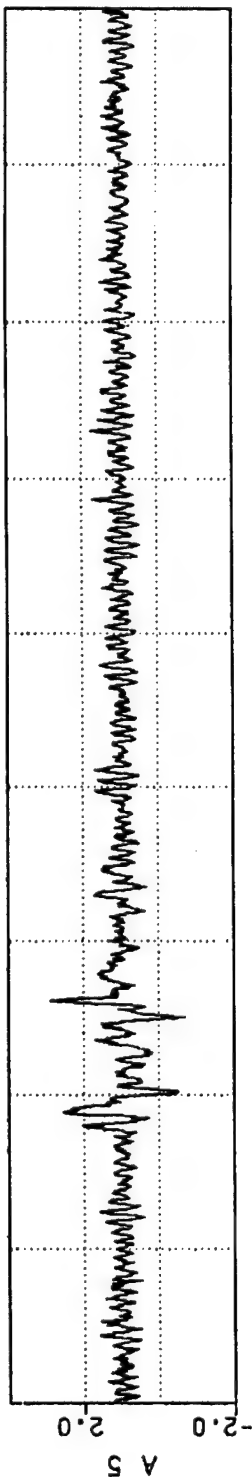
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

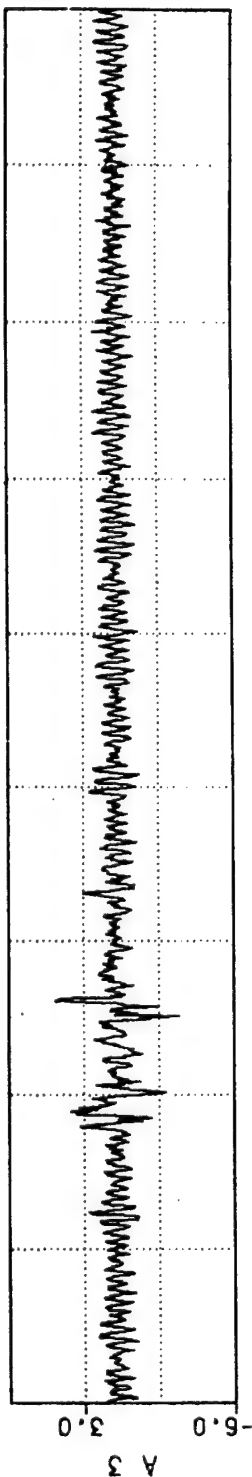
A6 & A4
FILE 23, CHAN 6
MAX = 1.980
MIN = 2.877 SEC
MEAN = 0.484
RMS = 3.041 SEC
RMS = 1.037
RMS = 1.046



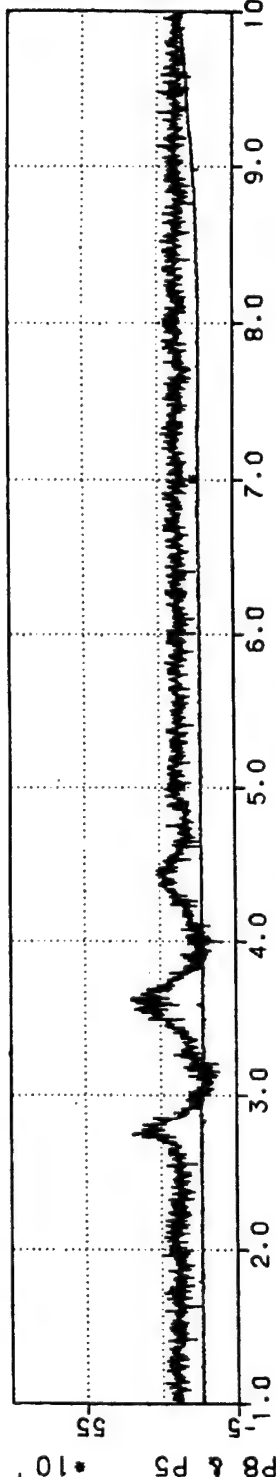
A 5
FILE 23, CHAN 5
MAX = 2.882
MIN = 3.615 SEC
MEAN = -0.705
RMS = 3.507 SEC
RMS = 0.978
RMS = 1.022



A 3
FILE 23, CHAN 3
MAX = 4.687
MIN = 3.615 SEC
MEAN = -2.746
RMS = 3.512 SEC
RMS = 1.095
RMS = 1.257



P8 & P5
FILE 23, CHAN 20
MAX = 173.165
MIN = 9.994 SEC
MEAN = 71.924
RMS = 2.836 SEC
RMS = 93.837
RMS = 95.291



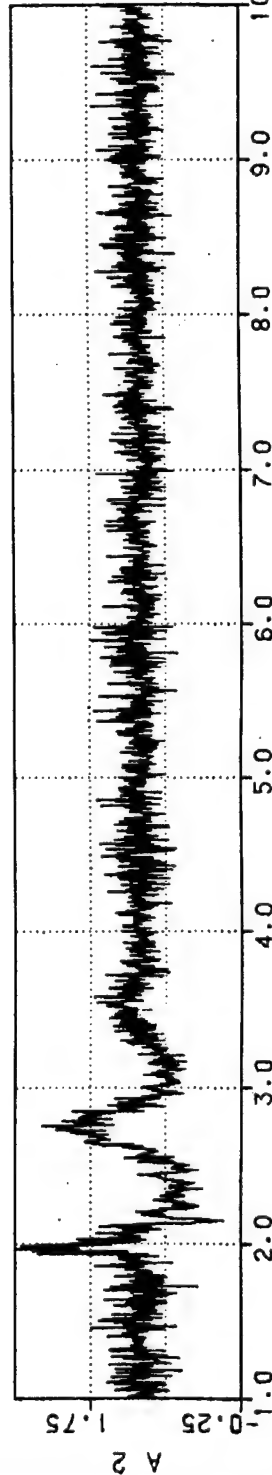
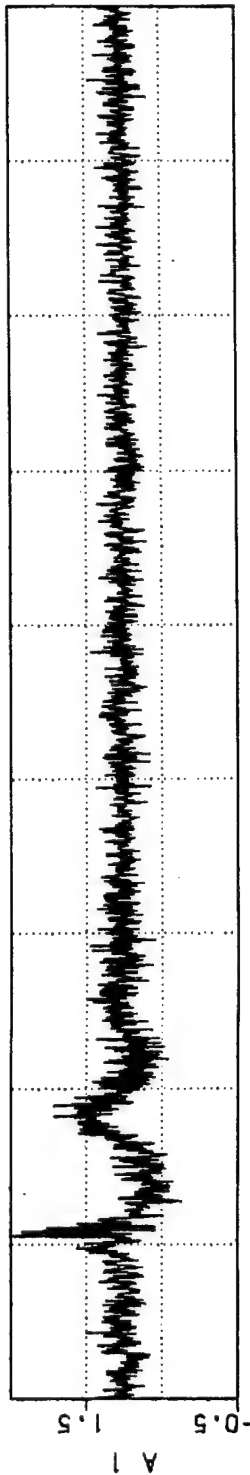
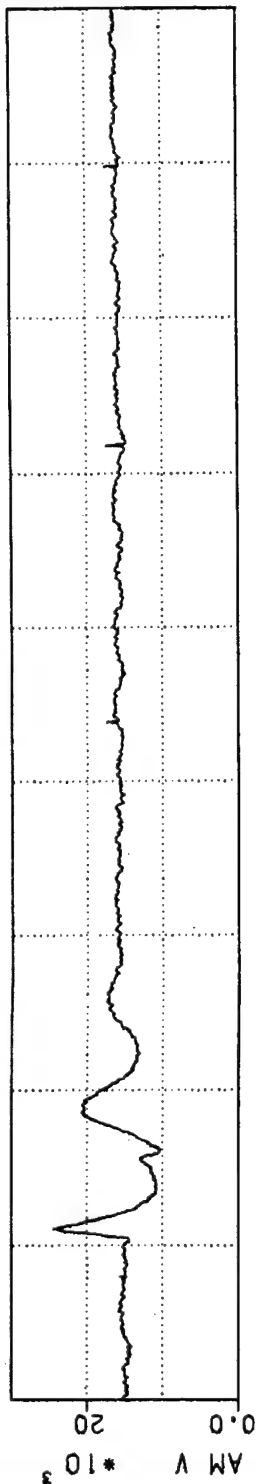
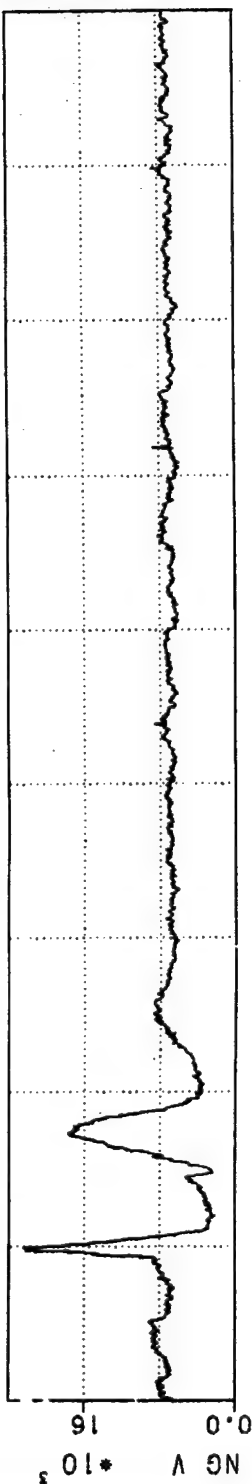
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 37 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



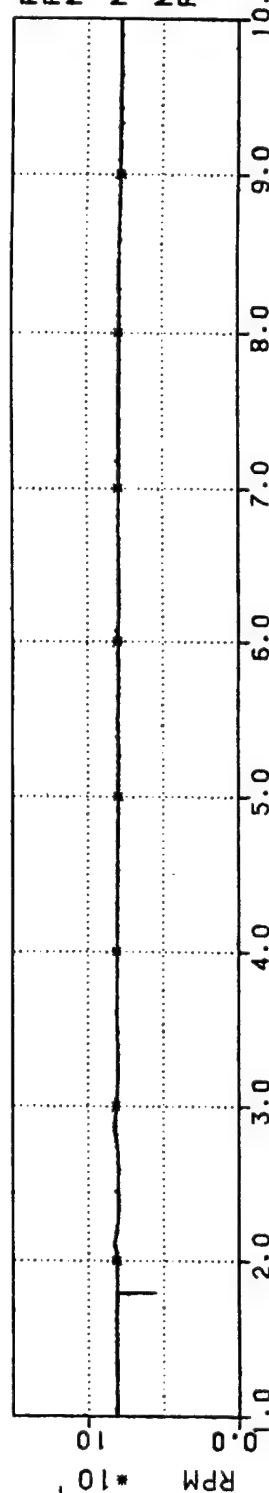
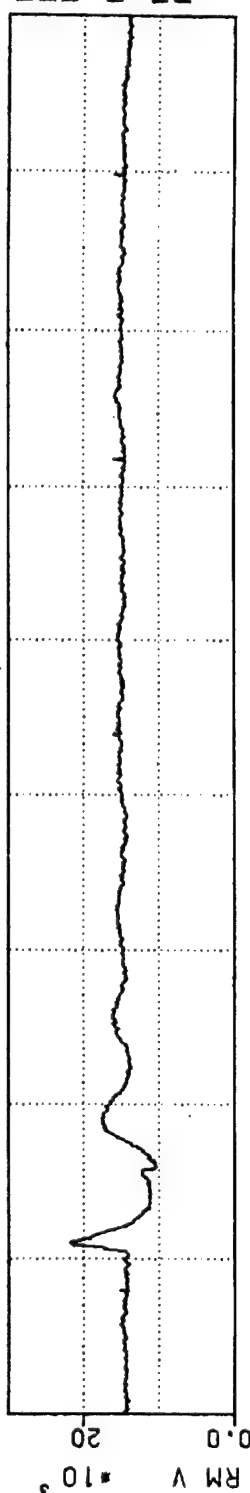
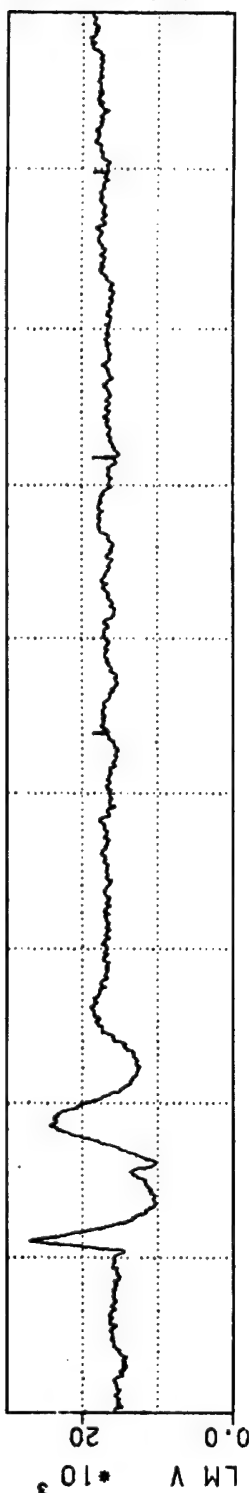
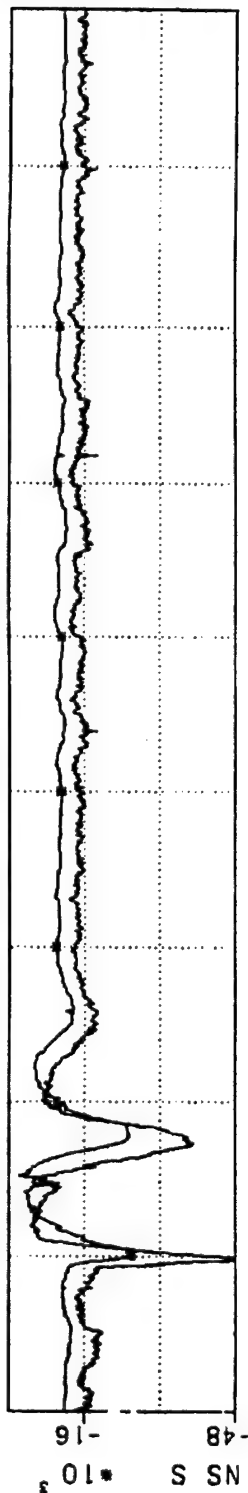
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 38 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



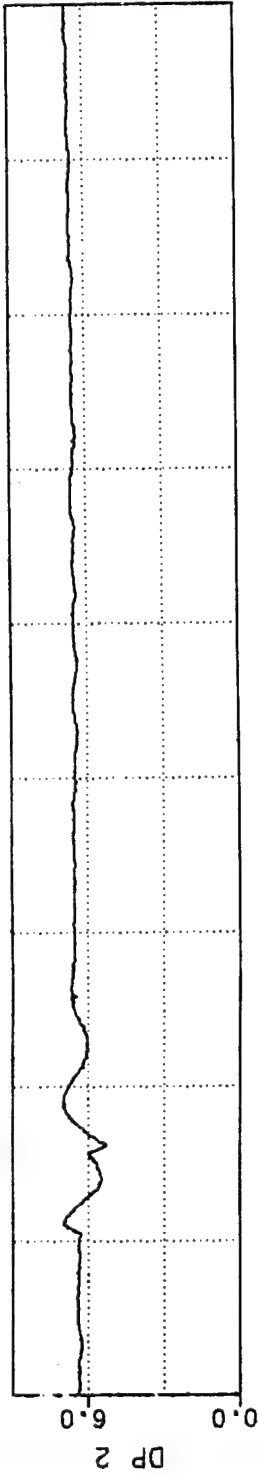
TIME - SECONDS

DELTA T (MSEC) = 5.120

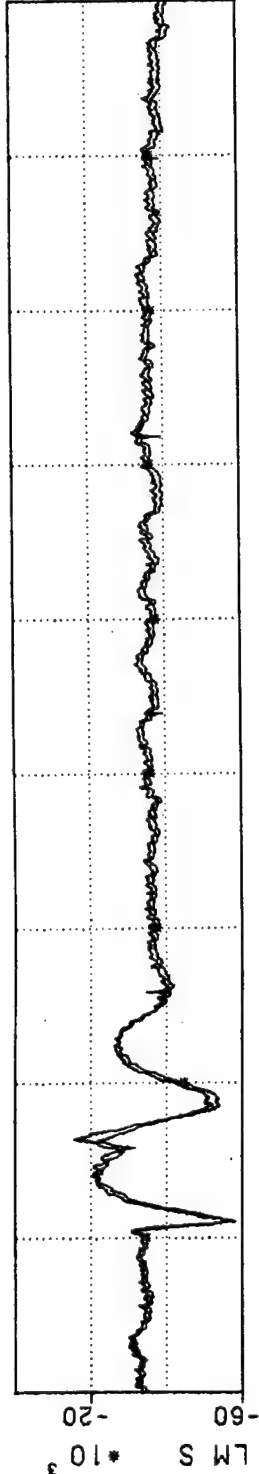
RUN NO. 38 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

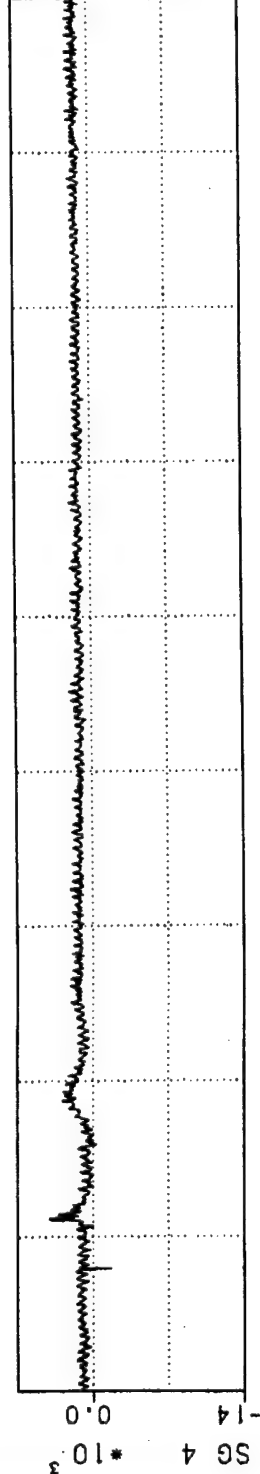
80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



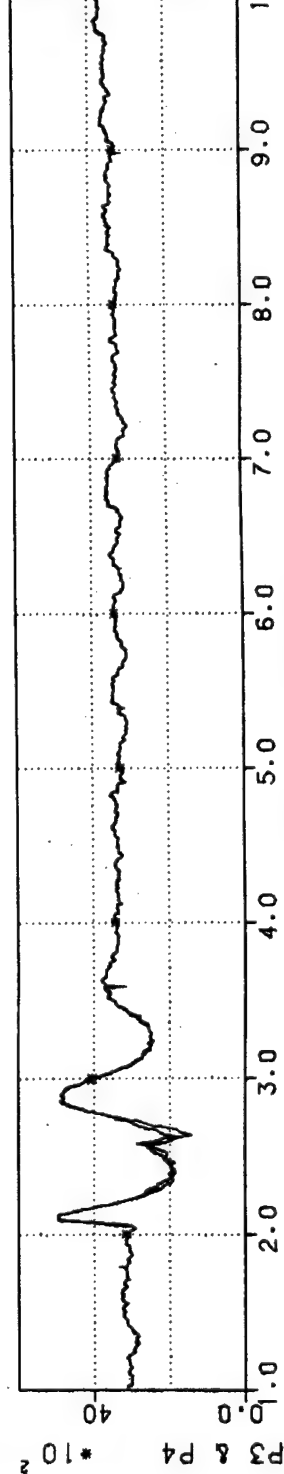
DP 2
FILE 10, CHAN 22
MAX = 6.977
MIN = 5.287
MEAN = 6.467
RMS = 6.471



LM S
FILE 10, CHAN 9
MAX = -2.103 X 10⁴
MIN = -5.819 X 10⁴
MEAN = -3.532 X 10⁴
RMS = 3.558 X 10⁴



SG 4
FILE 10, CHAN 10
MAX = 4053.227
MIN = -1619.871
MEAN = 1160.200
RMS = 1219.691

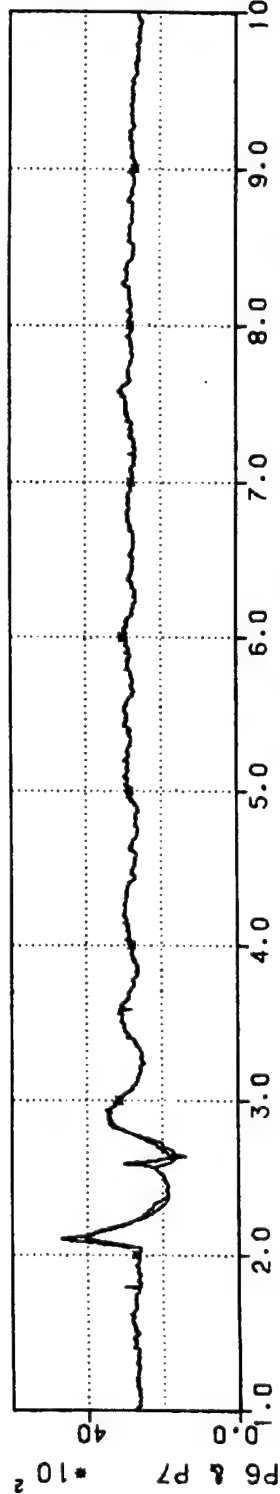
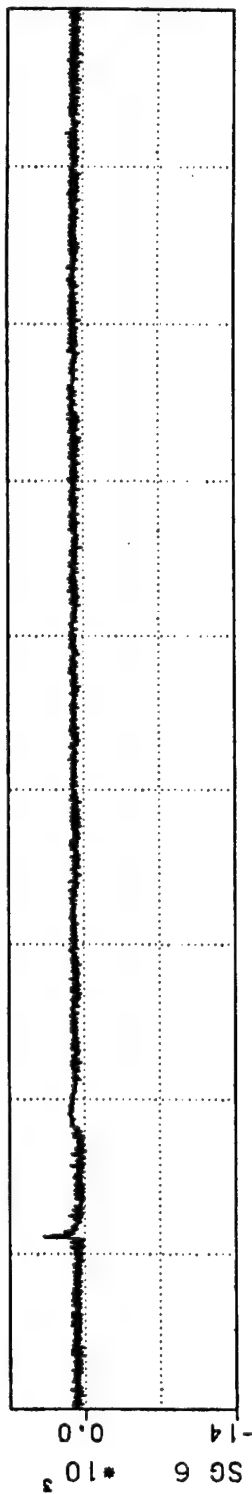
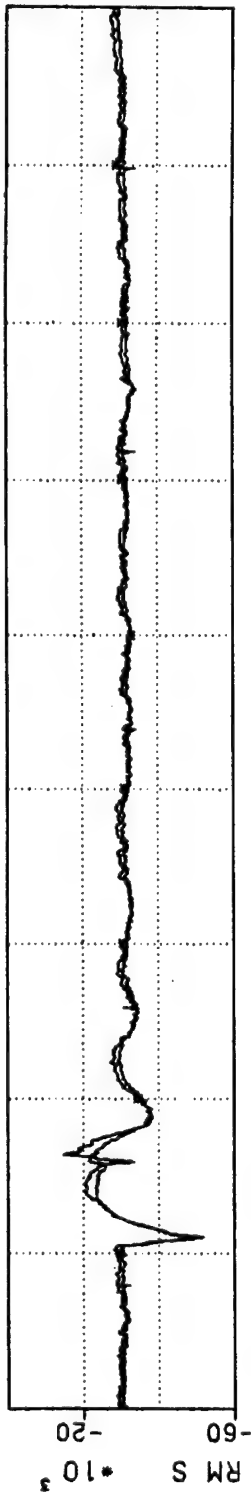
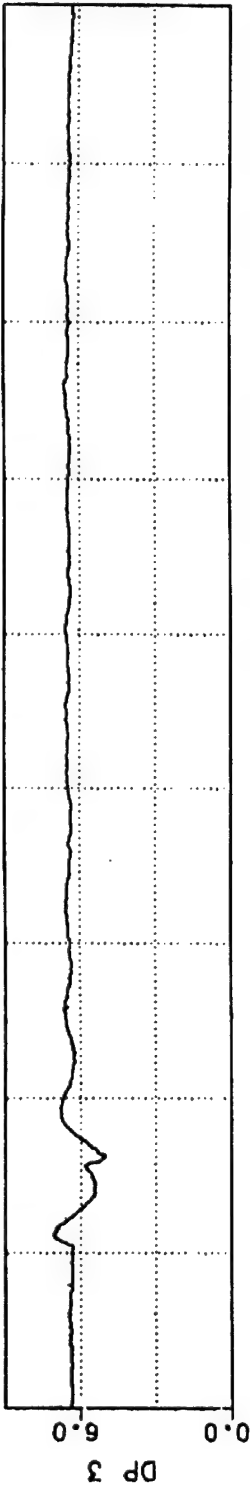


P3 & P4
FILE 10, CHAN 15
MAX = 4946.397
MIN = 1822.322
MEAN = 3313.761
RMS = 3340.346

TIME - SECONDS
RUN NO. 38
PAGE NO. 3
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



TIME - SECONDS

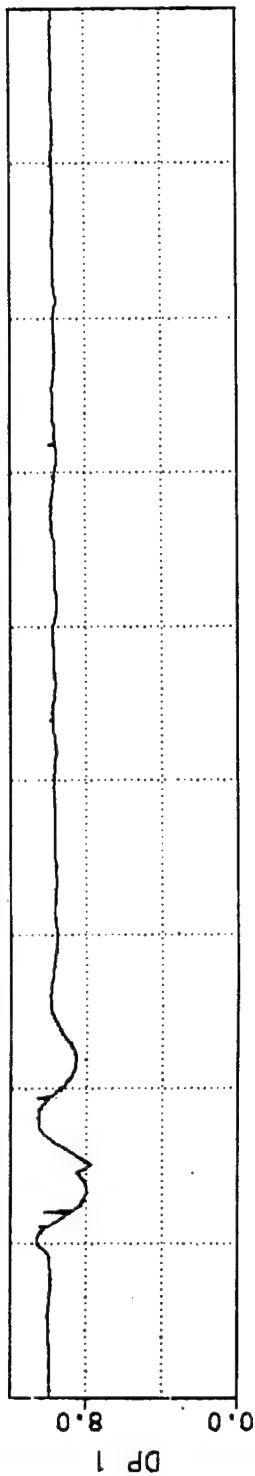
DELTA T (MSEC) = 5.120

RUN NO. 38 PAGE NO. 4

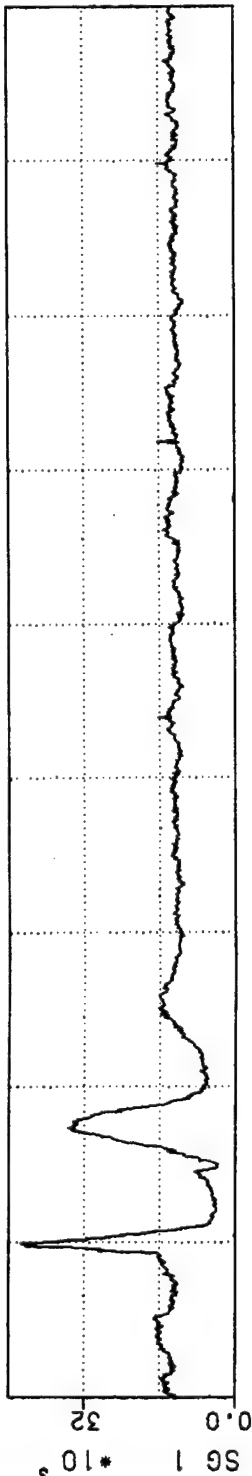
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.

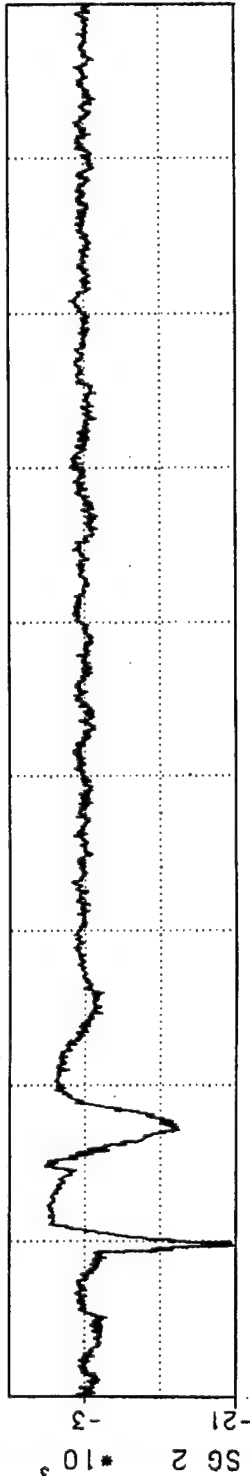
DP 1
FILE 10, CHAN 21
MAX = 10.598
MIN = 7.749
MEAN = 9.646
RMS = 9.655



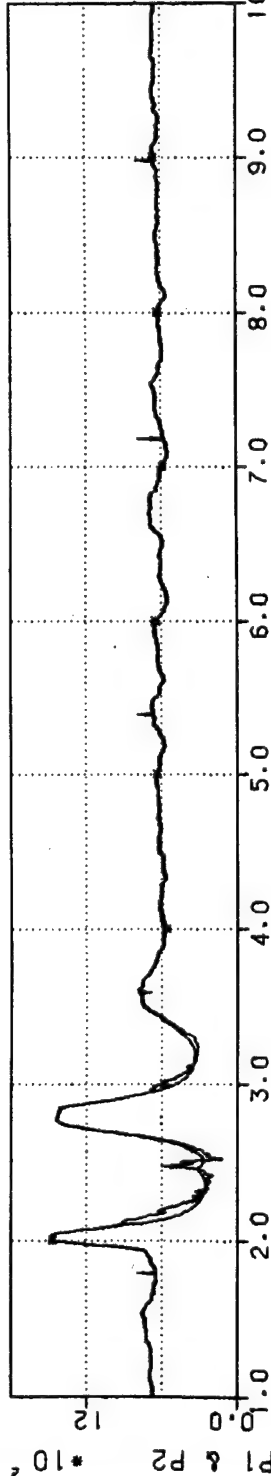
SG 1
FILE 10, CHAN 7
MAX = 4.535 X10⁴
MIN = 1.992 SEC
MEAN = 3692.453
RMS = 1.310 X10⁴



SG 2
FILE 10, CHAN 8
MAX = 1762.367
MIN = -2.483 SEC
MEAN = -2.067 X10⁴
RMS = 1.976 SEC
RMS = -3068.960
RMS = 3743.300



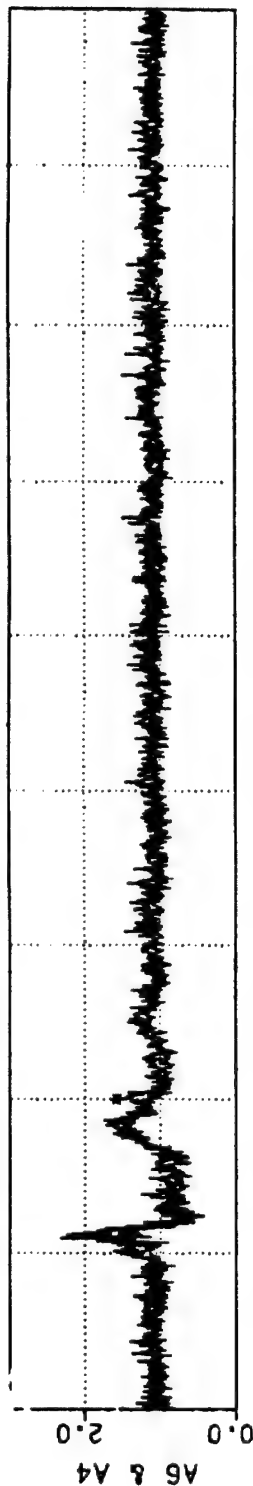
P1 & P2
FILE 10, CHAN 13
MAX = 1488.152
MIN = 2.007 SEC
MEAN = 253.102
RMS = 2.355 SEC
MEAN = 642.879
RMS = 664.962



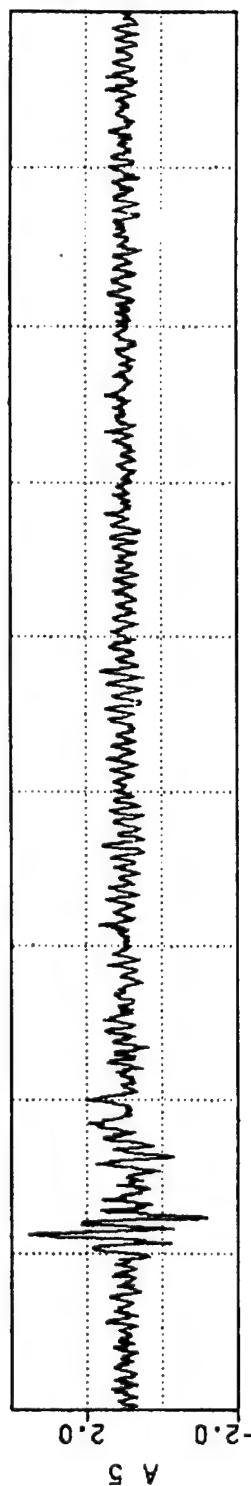
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 38 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

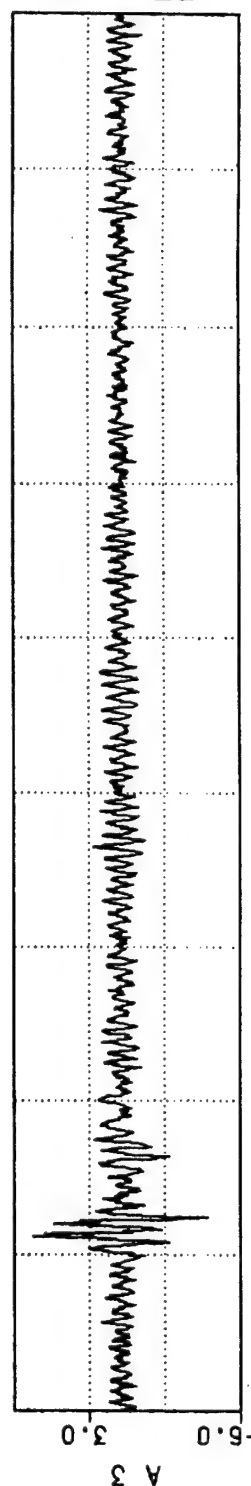
80 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 8 DEG STAB.



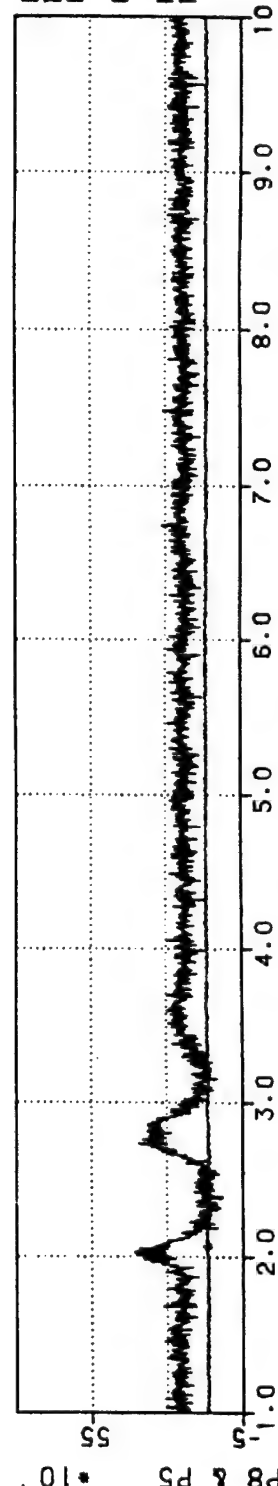
A6 & A4
FILE 10, CHAN 6
MAX = 2.311
MIN = 0.099 SEC
MEAN = 0.530
RMS = 1.037
RMS = 1.046



A 5
FILE 10, CHAN 5
MAX = 3.539
MIN = 2.125 SEC
MEAN = -1.197
RMS = 0.976
RMS = 1.022



A 3
FILE 10, CHAN 3
MAX = 6.408
MIN = 2.120 SEC
MEAN = -4.103
RMS = 1.092
RMS = 1.264



P8 & P5
FILE 10, CHAN 20
MAX = 106.077
MIN = 2.074 SEC
MEAN = 74.363
RMS = 88.938
RMS = 88.974

TIME - SECONDS

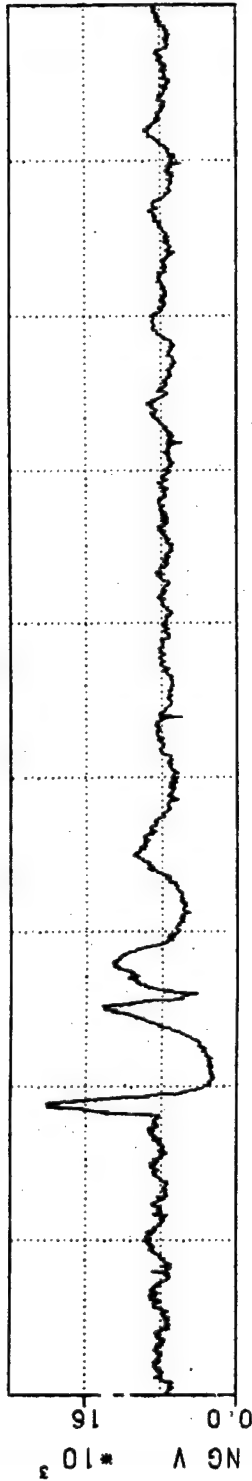
DELTA T (MSEC) = 5.120

RUN NO. 38 PAGE NO. 6

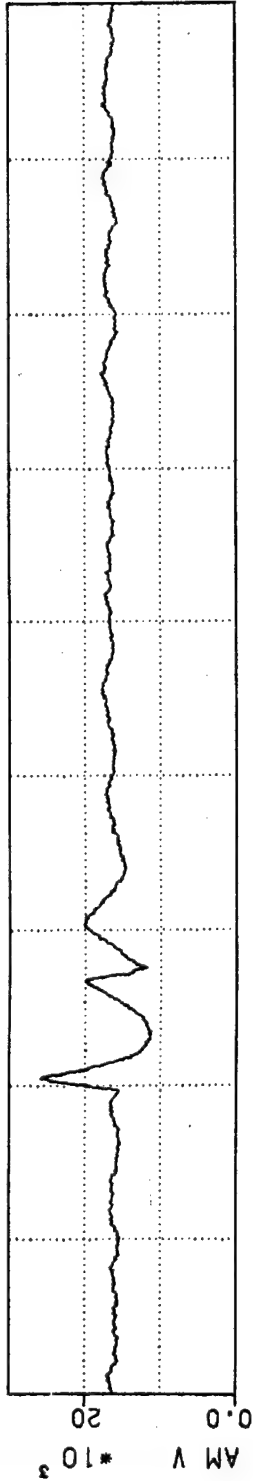
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

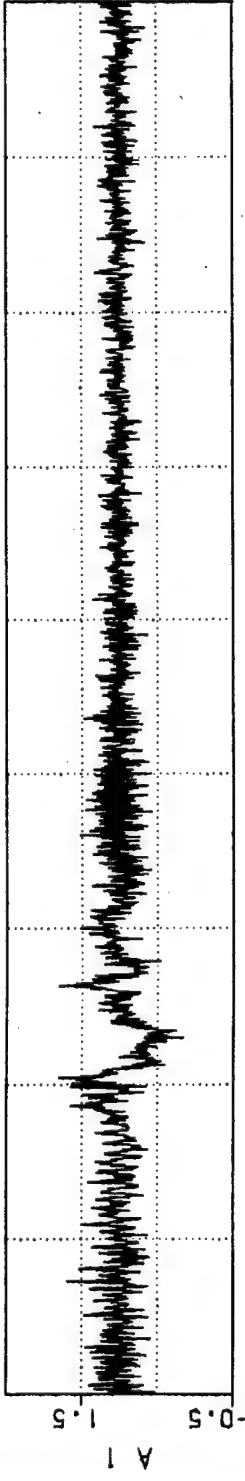
NG V
FILE 11, CHAN 7
MAX = 2.015 X10⁴
MIN = 2.888 SEC
MEAN = 2393.611
RMS = 3.072 SEC
RMS = 7866.288
RMS = 8067.831



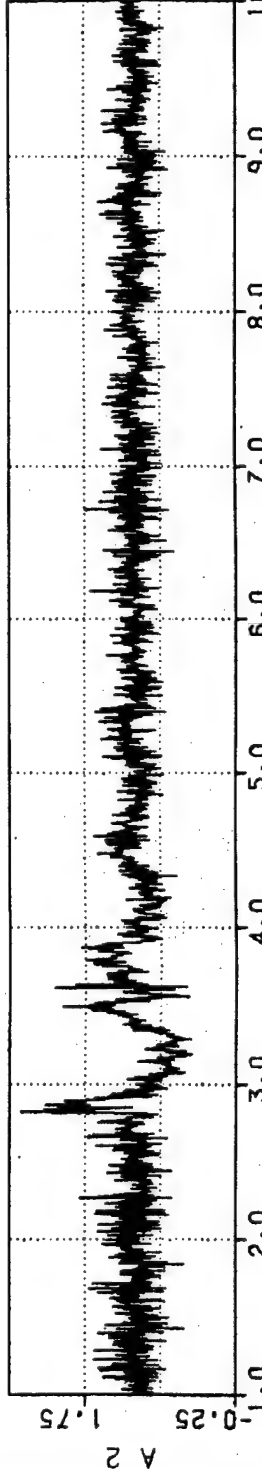
AM V
FILE 11, CHAN 9
MAX = 2.578 X10⁴
MIN = 3.052 SEC
MEAN = 1.130 X10⁴
RMS = 3.333 SEC
RMS = 1.644 X10⁴
RMS = 1.650 X10⁴



A 1
FILE 11, CHAN 1
MAX = 1.803
MIN = 3.046 SEC
MEAN = 0.166
RMS = 3.297 SEC
RMS = 1.003
RMS = 1.019



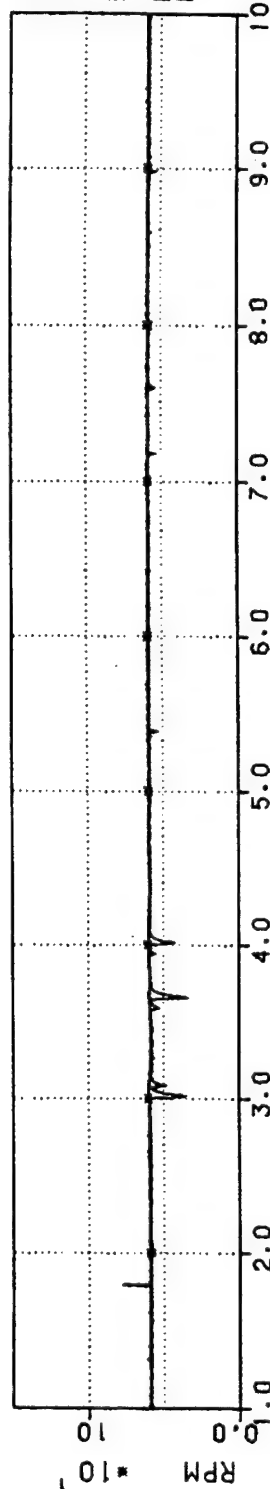
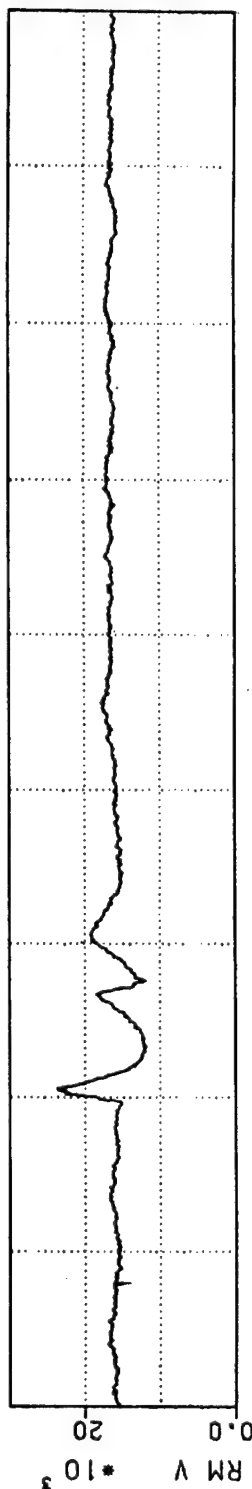
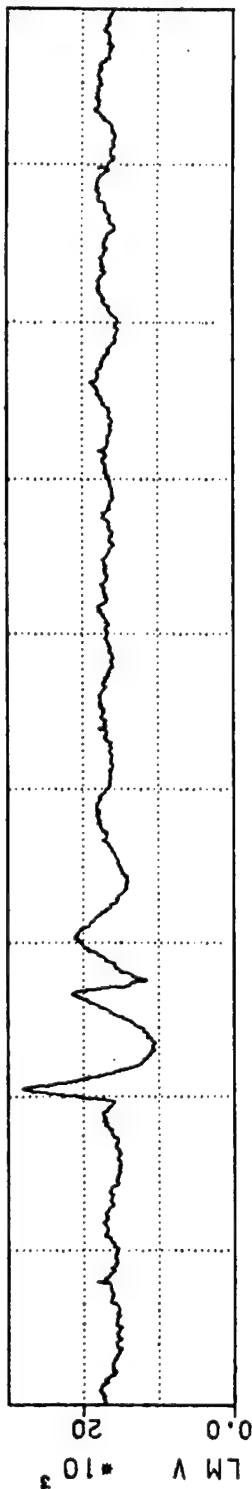
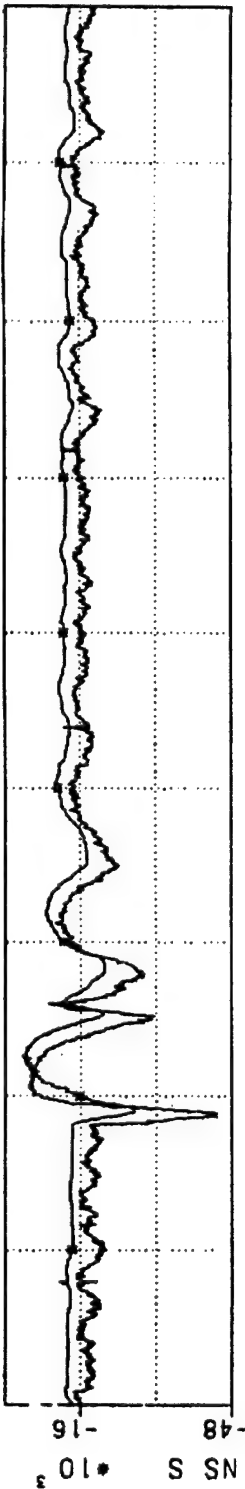
A 2
FILE 11, CHAN 2
MAX = 2.602 SEC
MIN = 2.826 SEC
MEAN = 0.336
RMS = 3.287 SEC
RMS = 1.086
RMS = 1.111



TIME - SECONDS
RUN NO. 39
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

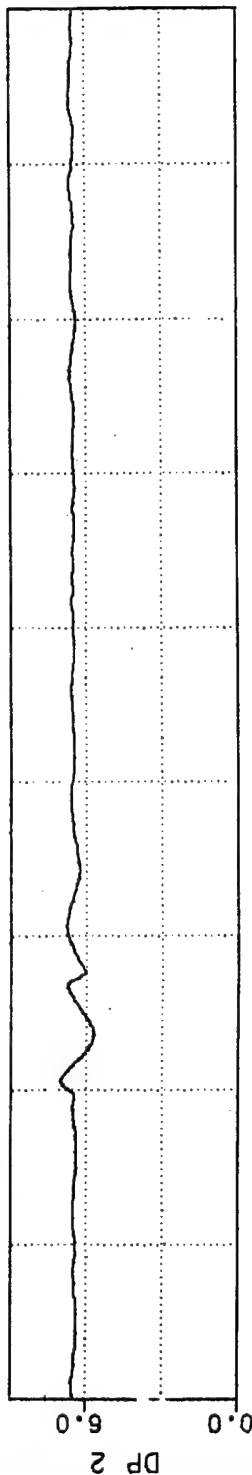


TIME - SECONDS
RUN NO. 39
PAGE NO. 2
DELTA T (MSEC) = 5.120

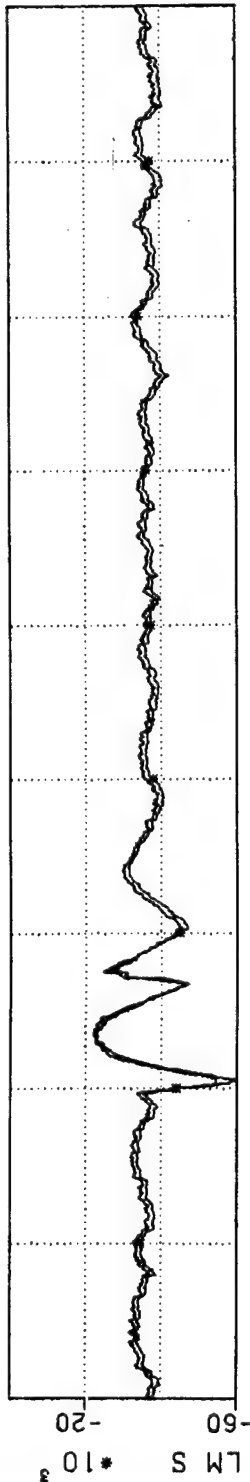
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

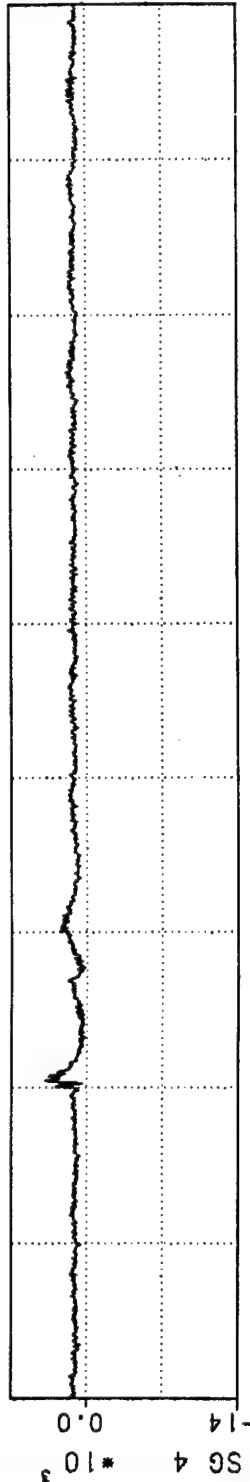
DP 2
FILE 11, CHAN 22
MAX = 7.044
MIN = 5.675
MEAN = 6.495
RMS = 6.497



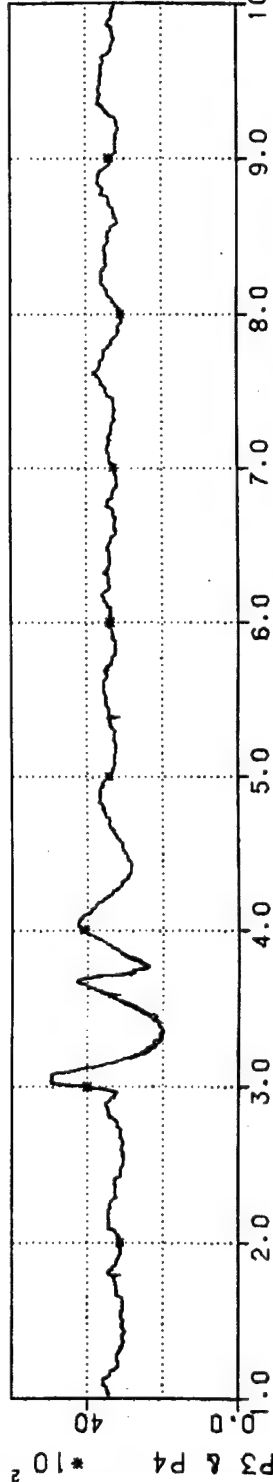
LM S
FILE 11, CHAN 9
MAX = -2.209 X10⁴
MIN = -6.000 X10⁴
MEAN = -3.551 X10⁴
RMS = 3.570 X10⁴



SG 4
FILE 11, CHAN 10
MAX = 3873.531
MIN = 151.367
MEAN = 1155.336
RMS = 1196.271



P3 & P4
FILE 11, CHAN 15
MAX = 4946.397
MIN = 1981.091
MEAN = 3336.279
RMS = 3354.443



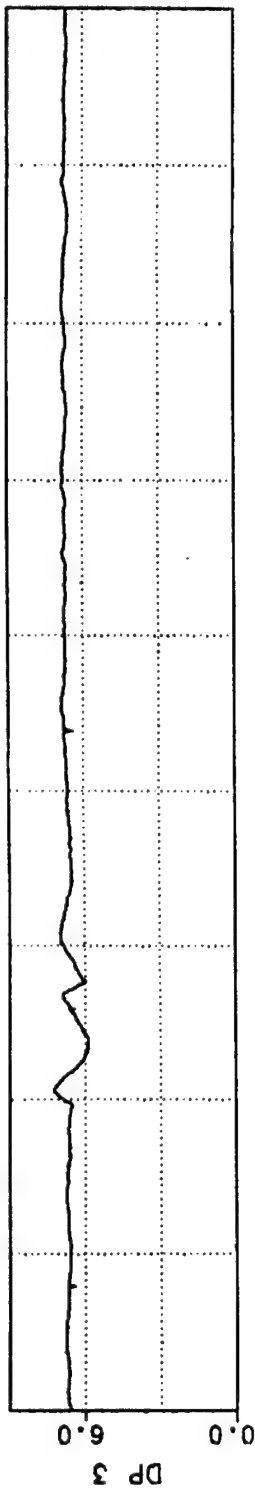
TIME - SECONDS

DELTA T (MSEC) = 5.120

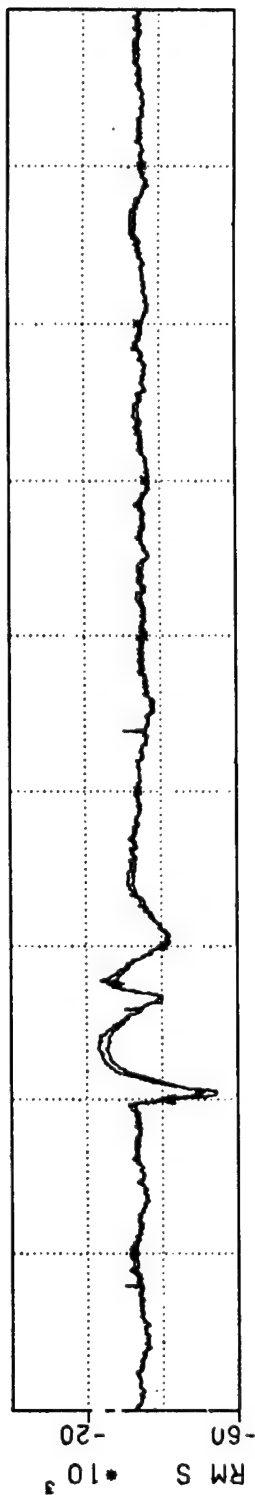
RUN NO. 39 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

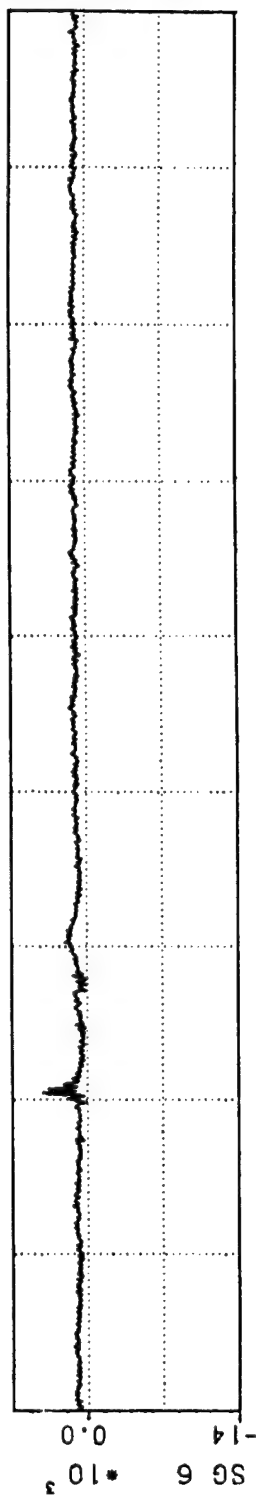
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



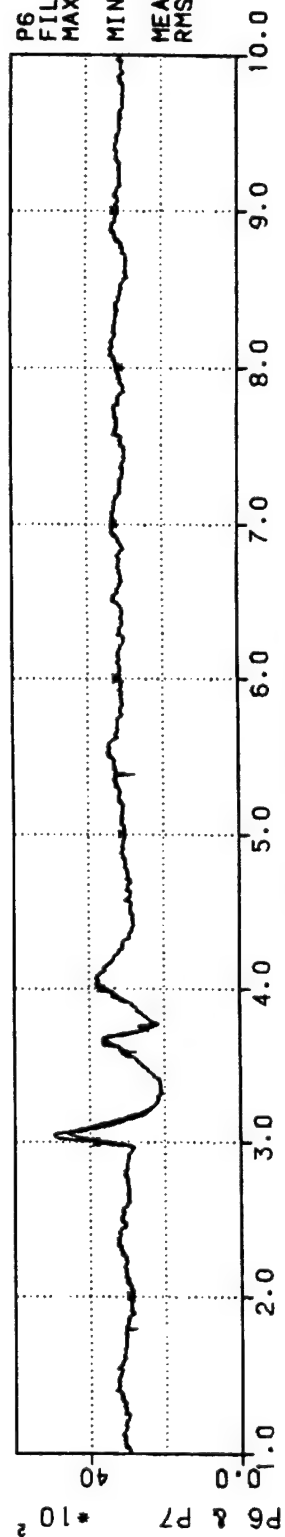
DP 3
FILE 11, CHAN 23
MAX = 7.252
MIN = 3.062 SEC
MEAN = 5.880
RMS = 3.374 SEC
RMS = 6.673



RM S
FILE 11, CHAN 11
MAX = -2.500 X10⁴
MIN = 3.333 SEC
MEAN = -5.111 X10⁴
RMS = 3.052 SEC
RMS = -3.478 X10⁴



SG 6
FILE 11, CHAN 12
MAX = 4095.062
MIN = -29.711
MEAN = 3.753 SEC
RMS = 960.149
RMS = 998.072



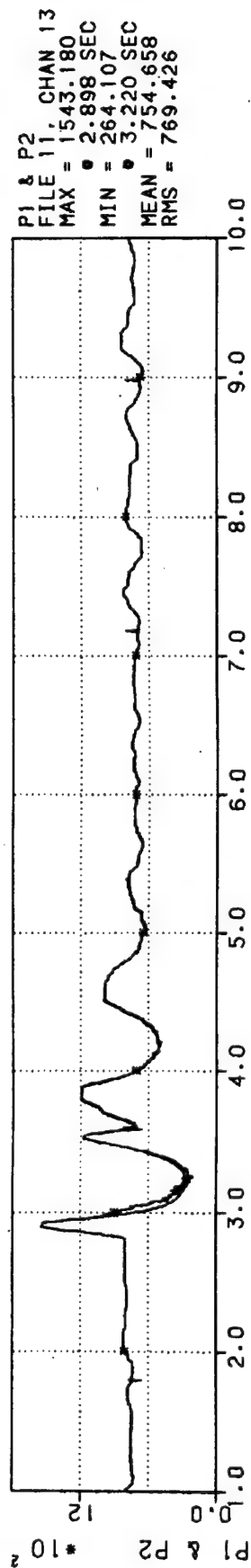
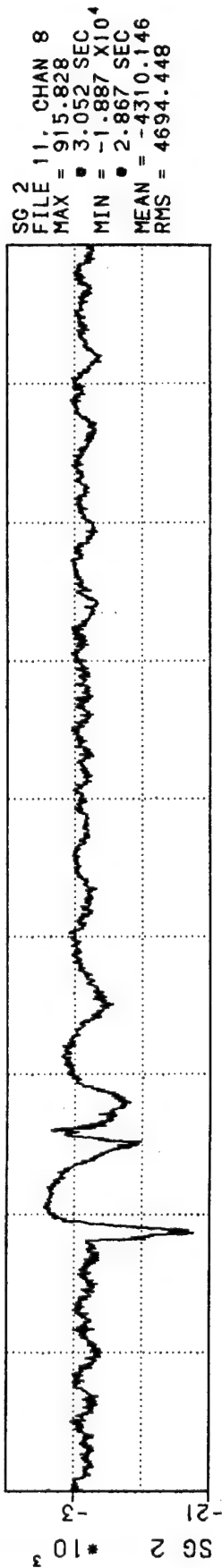
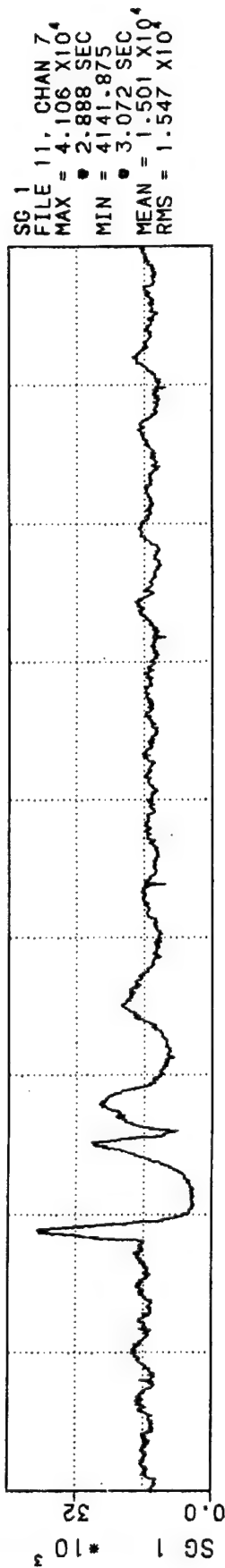
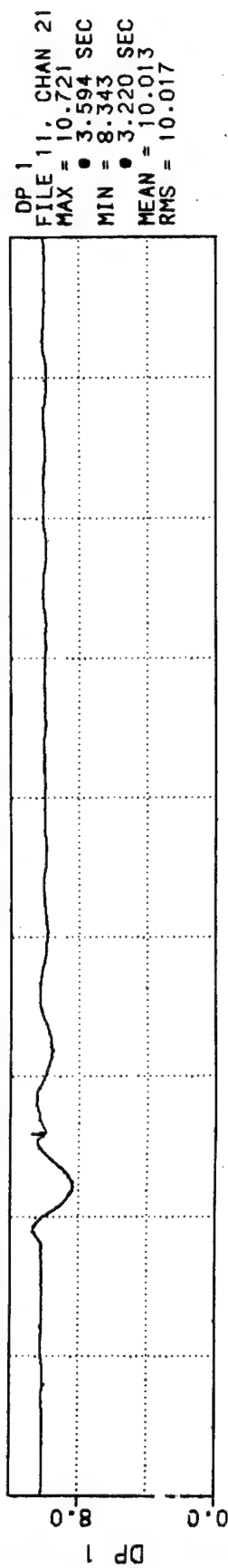
P6 & P7
FILE 11, CHAN 18
MAX = 4571.801
MIN = 3.062 SEC
MEAN = 2075.277
RMS = 3.328 SEC
RMS = 3093.652
RMS = 3105.101

TIME - SECONDS

DELTA T (MSEC) = 5.120
RUN NO. 39 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



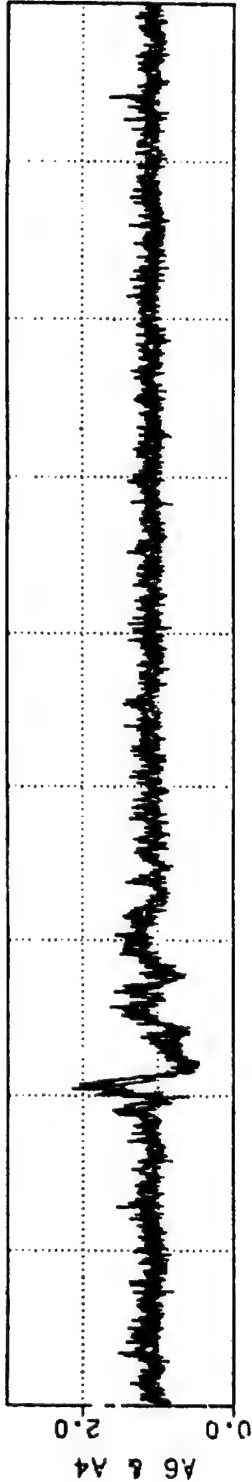
TIME - SECONDS

DELTA T (MSEC) = 5.120

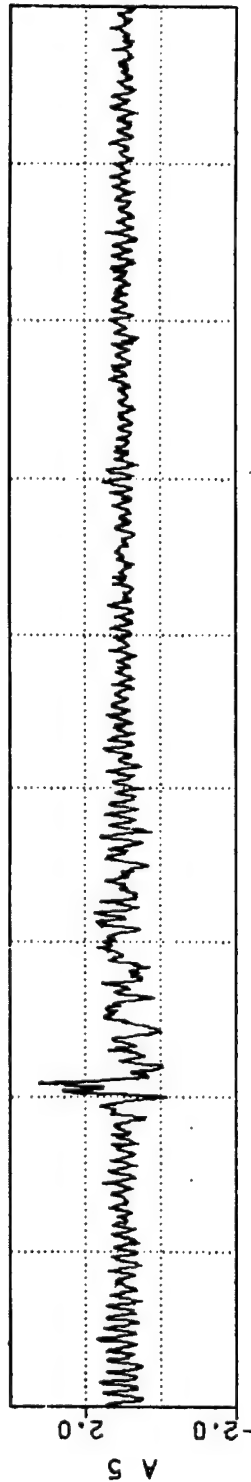
RUN NO. 39 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

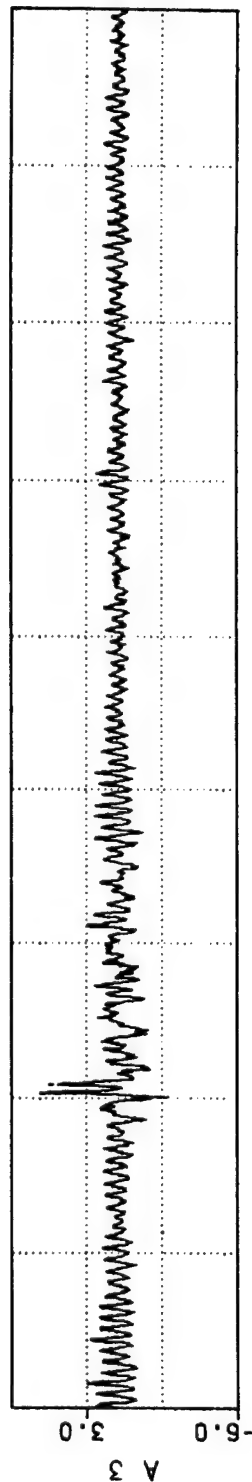
60 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



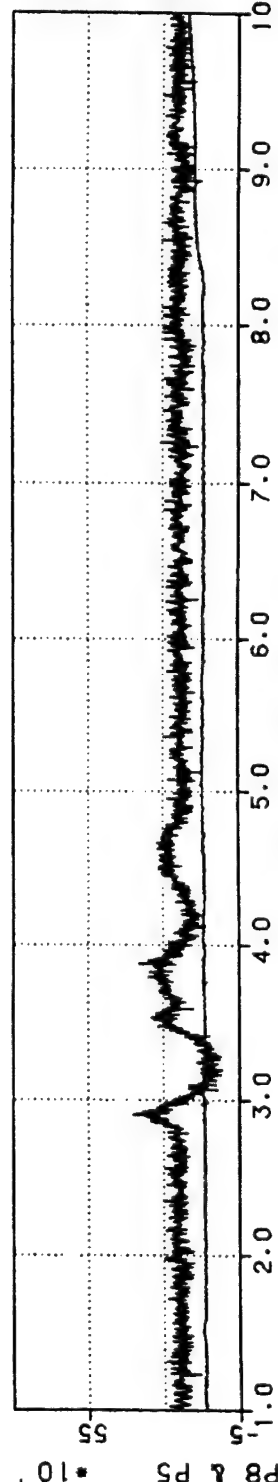
A6 & A4
FILE 11, CHAN 6
MAX = 1.980
MIN = 0.466
MEAN = 1.040
RMS = 1.047



A5
FILE 11, CHAN 5
MAX = 3.239
MIN = -0.163
MEAN = 0.974
RMS = 1.012



A3
FILE 11, CHAN 3
MAX = 5.773
MIN = -1.878
MEAN = 1.095
RMS = 1.228



P8 & P5
FILE 11, CHAN 20
MAX = 151.209
MIN = 76.803
MEAN = 96.346
RMS = 97.557

TIME - SECONDS

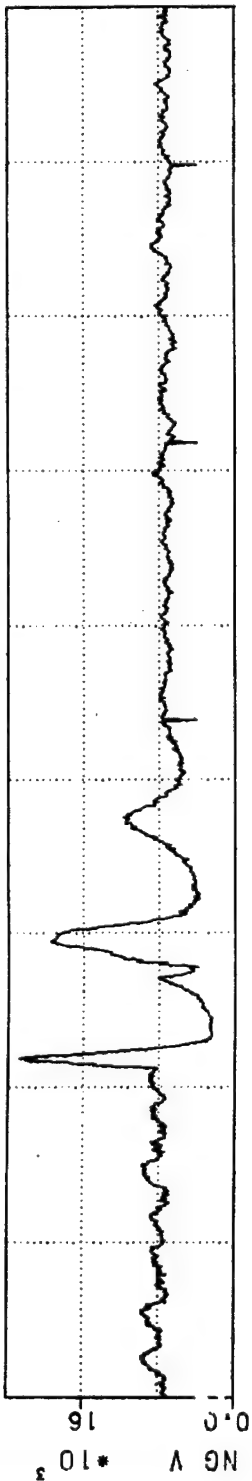
DELTA T (MSEC) = 5.120

RUN NO. 39 PAGE NO. 6

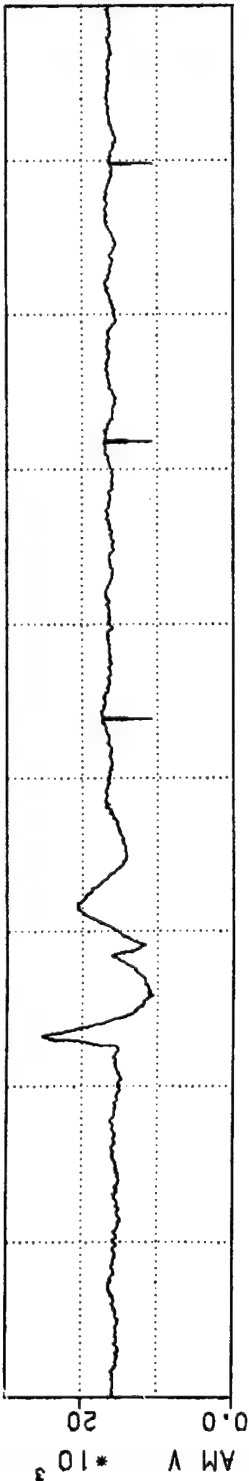
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

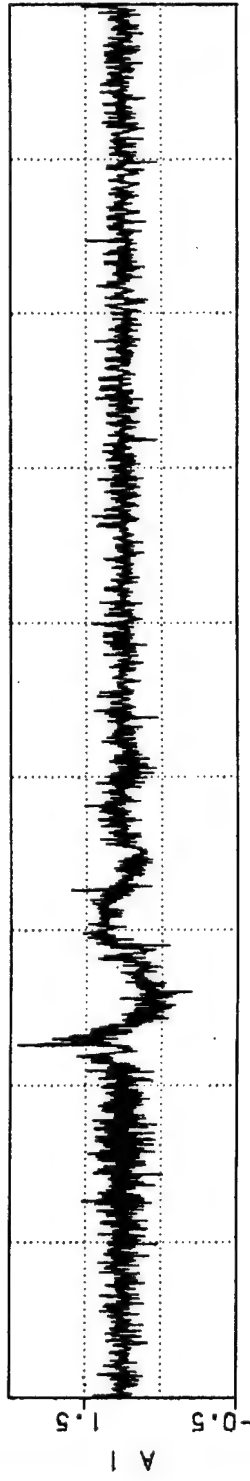
NG V 24, CHAN 7
FILE = 2.270 X10⁴
MAX = 3.190 SEC
MIN = 2372.418
MEAN = 3.359 SEC
RMS = 7549.117
RMS = 7889.909



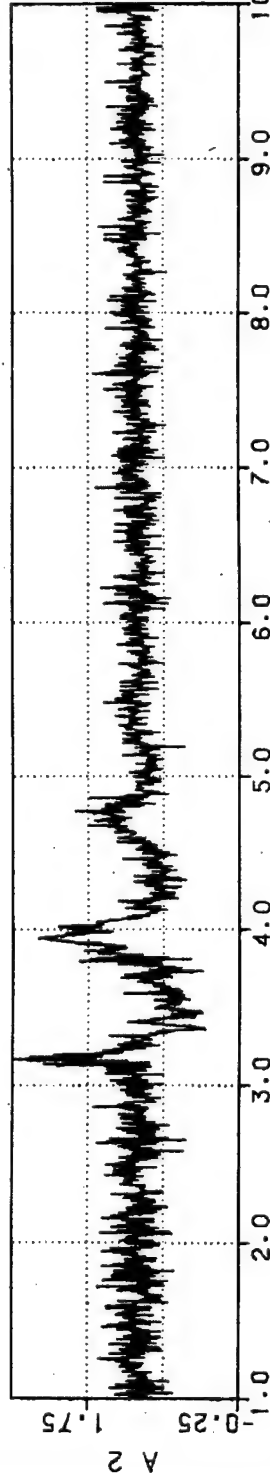
AM V 24, CHAN 9
FILE = 2.529 X10⁴
MAX = 3.323 SEC
MIN = 1.072 X10⁴
MEAN = 8.980 SEC
RMS = 1.605 X10⁴
RMS = 1.611 X10⁴



A 1 24, CHAN 1
FILE = 2.405
MAX = 3.267 SEC
MIN = 0.117
MEAN = 3.599 SEC
RMS = 1.008
RMS = 1.025



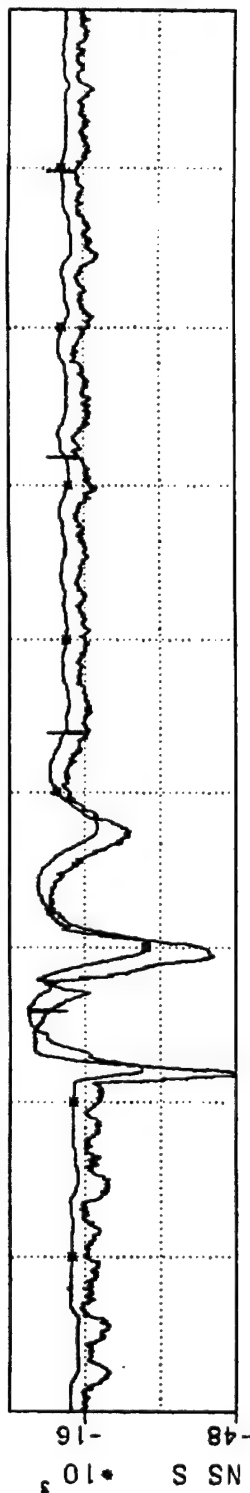
A 2 24, CHAN 2
FILE = 2.750
MAX = 3.169 SEC
MIN = 0.197
MEAN = 3.364 SEC
RMS = 1.093
RMS = 1.123



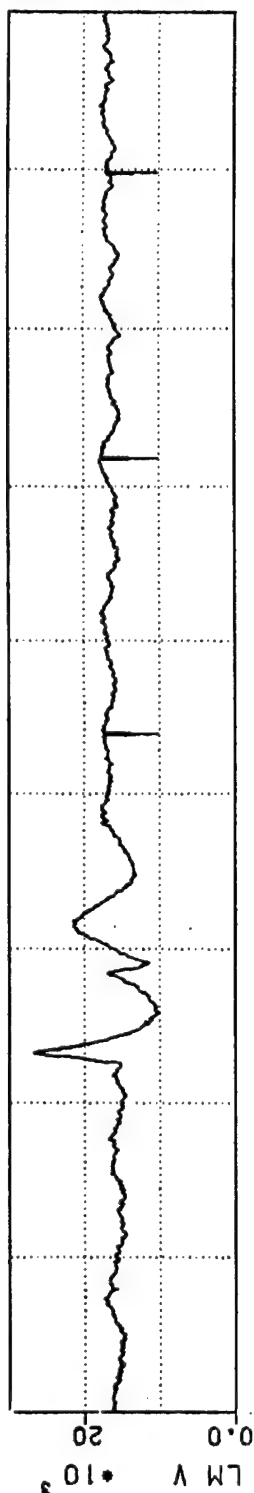
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 40 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

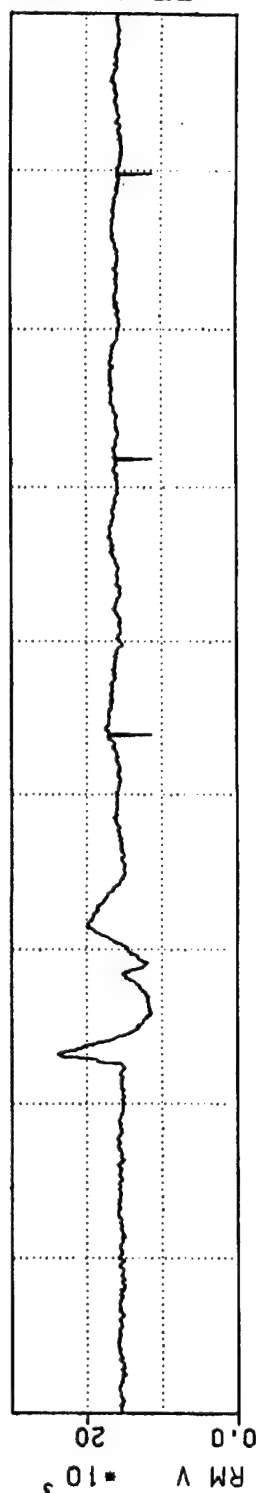
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



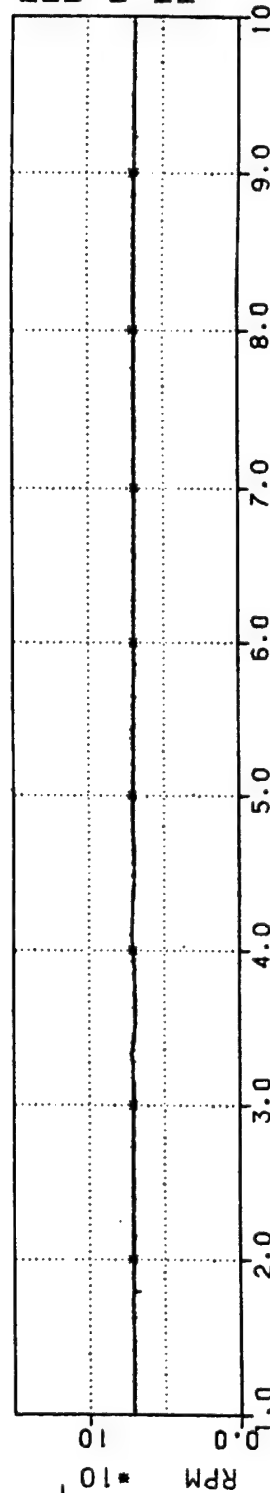
FILE 24, CHAN 7
MAX = -4977.671
MIN = -4.800 X 10⁴
MEAN = -1.641 X 10⁴
RMS = 1.721 X 10⁴



FILE 24, CHAN 9
MAX = 2.671 X 10⁴
MIN = 3.323 SEC
MEAN = 1.012 X 10⁴
RMS = 1.631 X 10⁴



FILE 24, CHAN 11
MAX = 2.387 X 10⁴
MIN = 3.323 SEC
MEAN = 1.131 X 10⁴
RMS = 1.588 X 10⁴



FILE 24, CHAN 25
MAX = 72.268
MIN = 5.376 SEC
MEAN = 67.041
RMS = 70.151

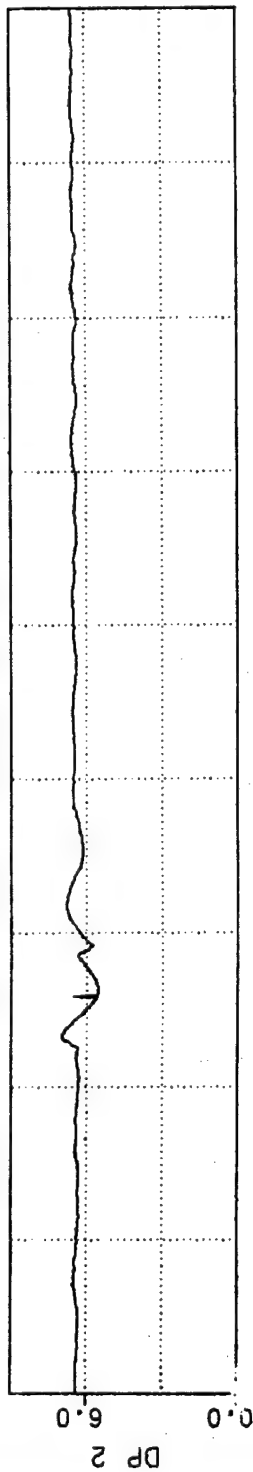
TIME - SECONDS

DELTA T (MSEC) = 5.120

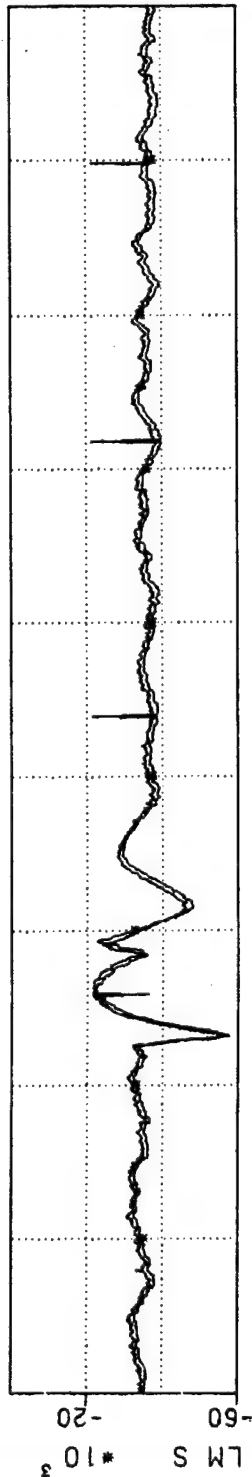
RUN NO. 40 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

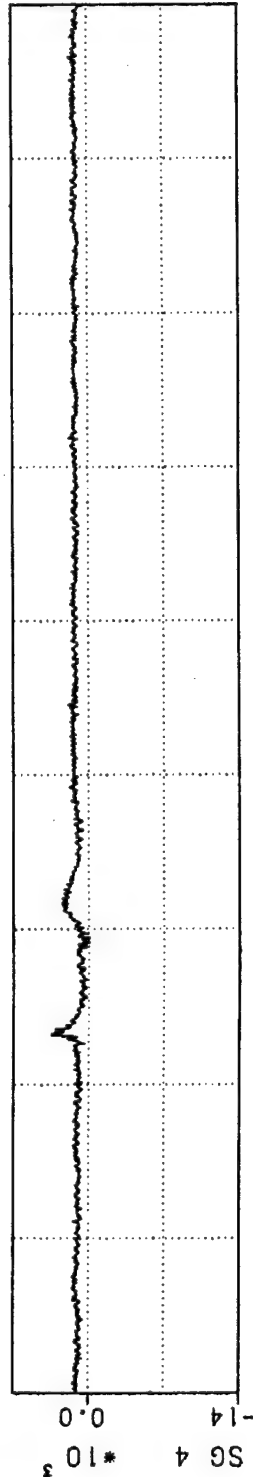
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



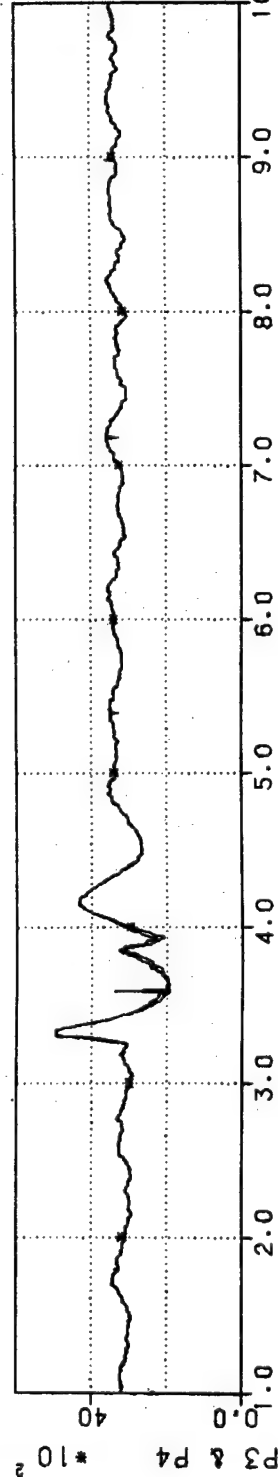
DP 2
FILE 24, CHAN 22
MAX = 6.989
MIN = 3.328 SEC
MEAN = 5.542
RMS = 3.630 SEC
RMS = 6.429
RMS = 6.431



LM S
FILE 24, CHAN 9
MAX = -2.162×10^4
MIN = 8.980 SEC
MEAN = -5.754×10^4
RMS = 3.328 SEC
RMS = -3.458×10^4
RMS = 3.477 $\times 10^4$



SG 4
FILE 24, CHAN 10
MAX = 3411.469
MIN = 3.323 SEC
MEAN = -79.664
RMS = 3.942 SEC
RMS = 1158.957
RMS = 1199.694

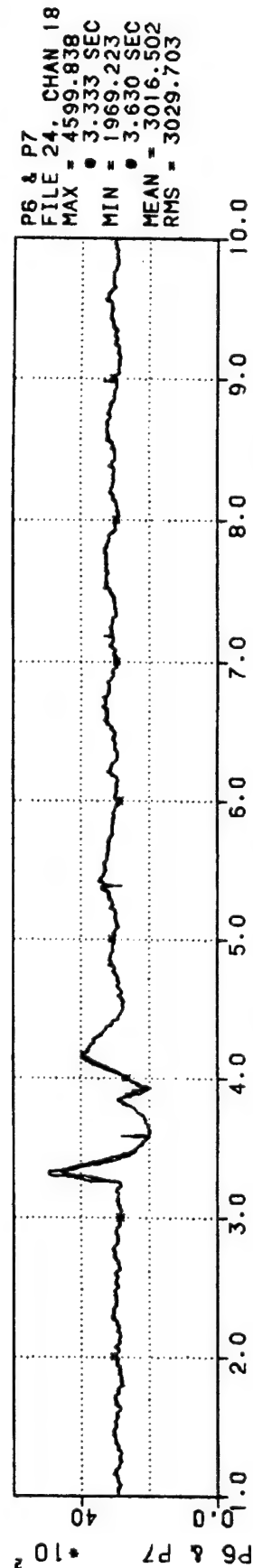
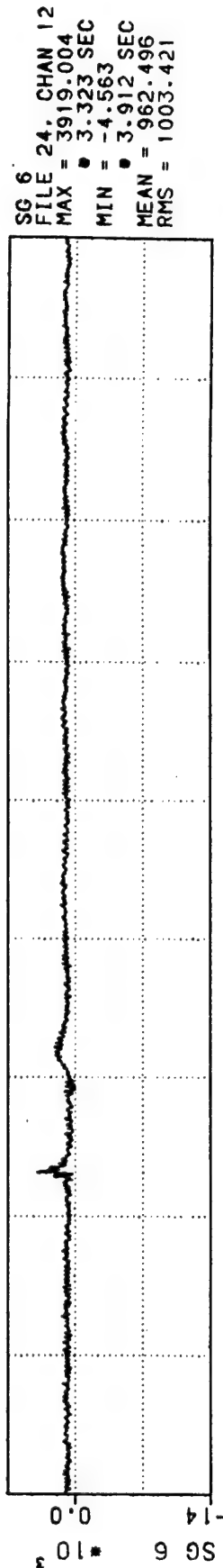
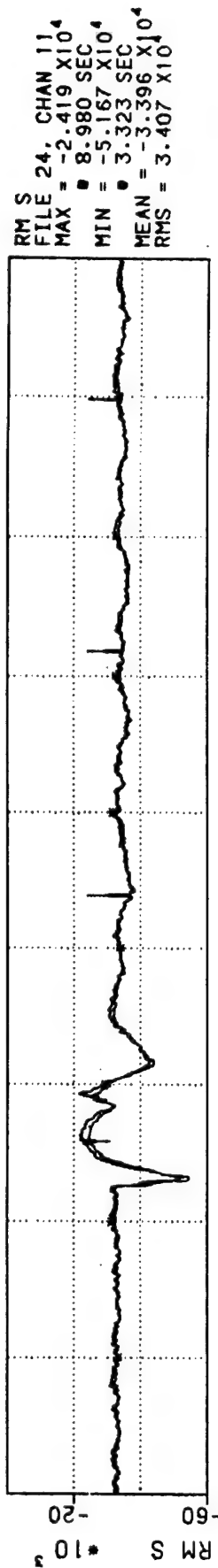
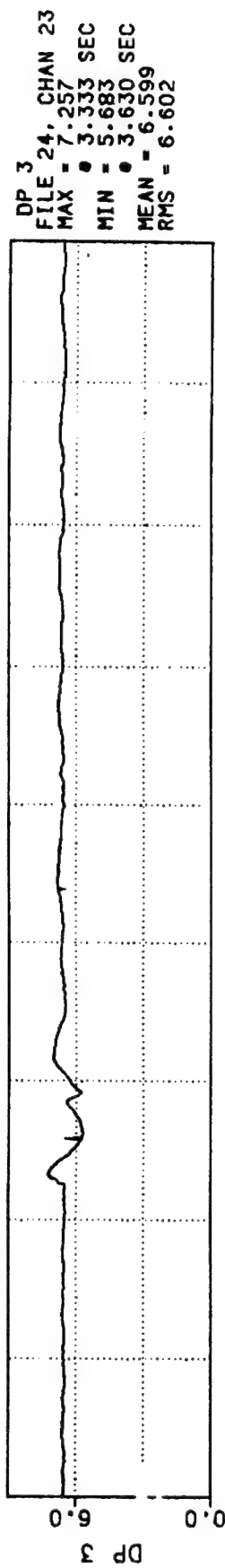


P3 & P4
FILE 24, CHAN 15
MAX = 4946.397
MIN = 3.343 SEC
MEAN = 1935.902
RMS = 3.594 SEC
RMS = 3248.977
RMS = 3267.613

TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 40 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

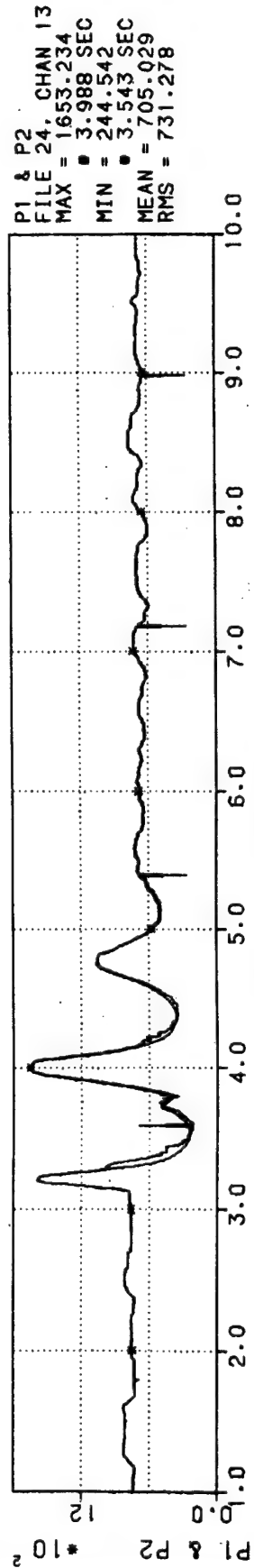
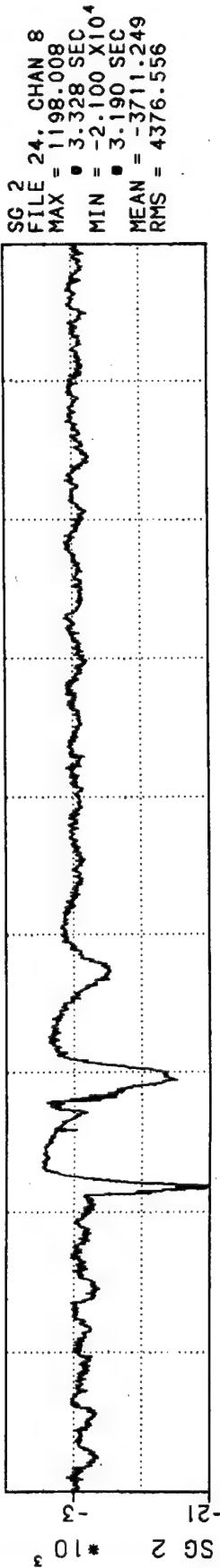
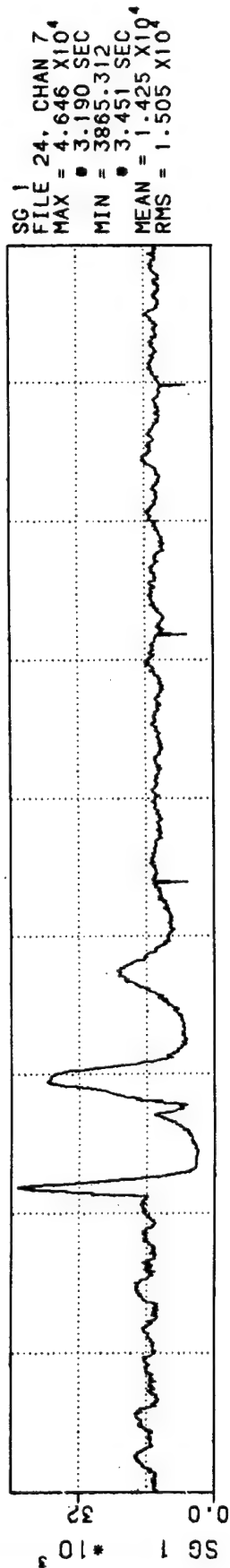
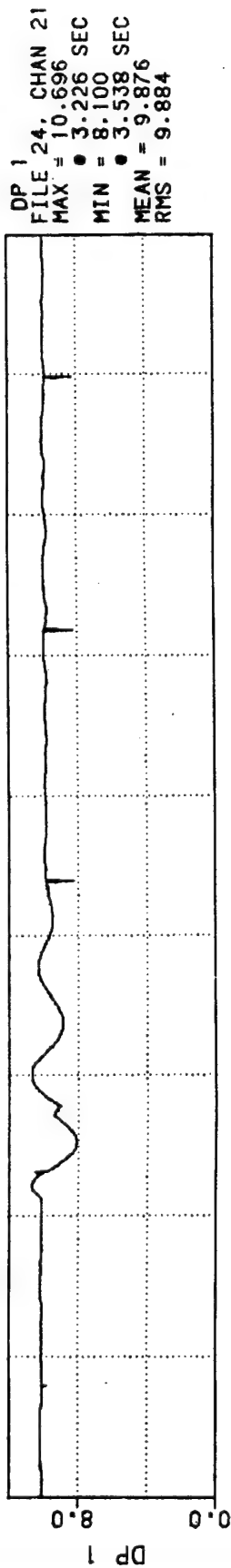
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 40
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

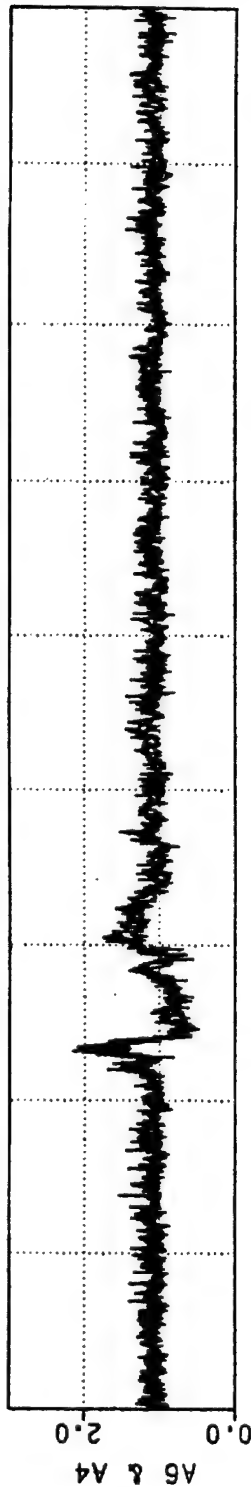


DELTA T (MSEC) = 5.120

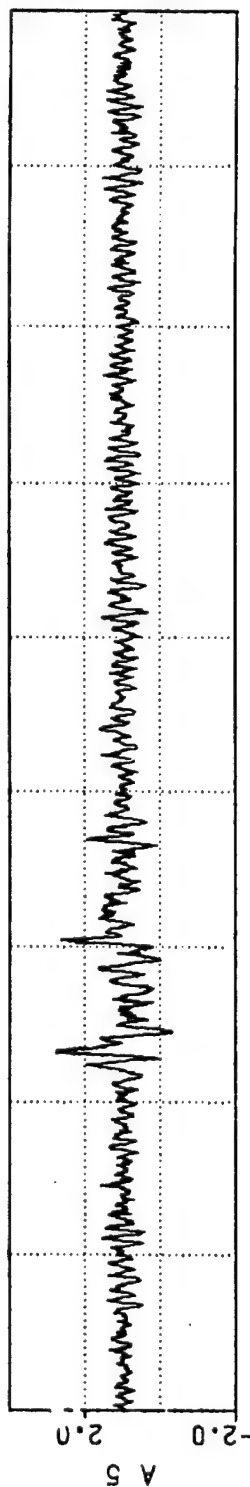
RUN NO. 40 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

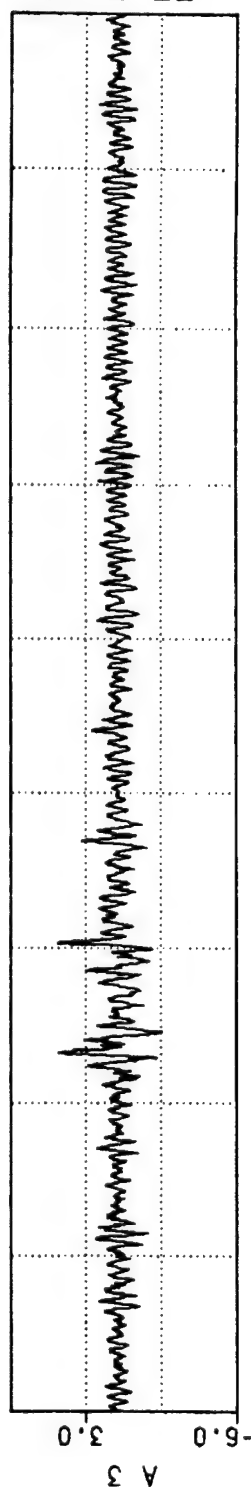
70 KNOTS : SINGLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



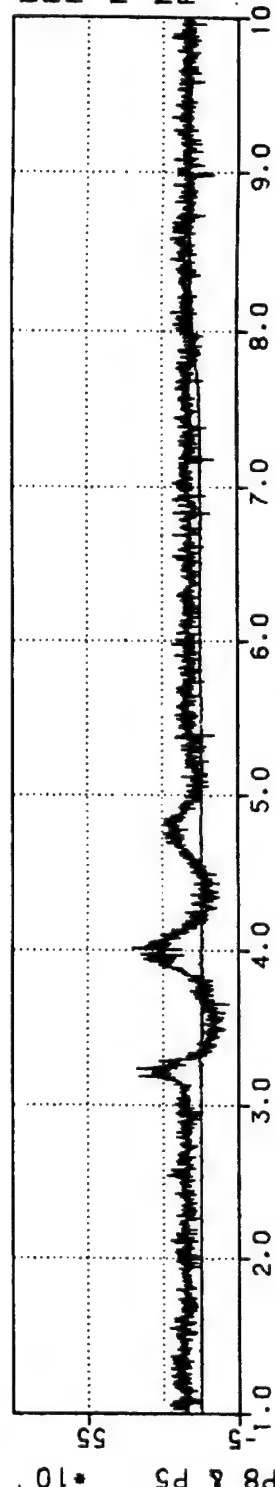
A6 & A4
FILE 24, CHAN 6
MAX = 2.026
MIN = 0.539
MEAN = 1.038
RMS = 1.046



A 5
FILE 24, CHAN 5
MAX = 2.748
MIN = -0.313
MEAN = 0.975
RMS = 1.016



A 3
FILE 24, CHAN 3
MAX = 4.665
MIN = -1.581
MEAN = 1.092
RMS = 1.244



P8 & P5
FILE 24, CHAN 20
MAX = 156.088
MIN = 91.440
MEAN = 109.828
RMS = 111.499

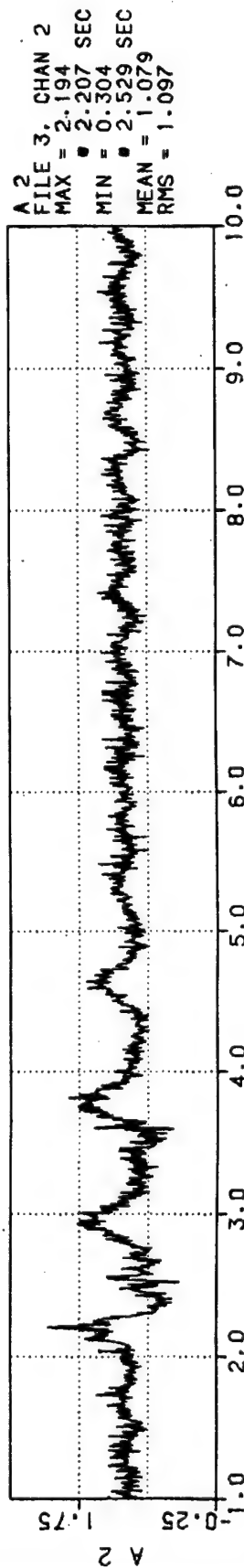
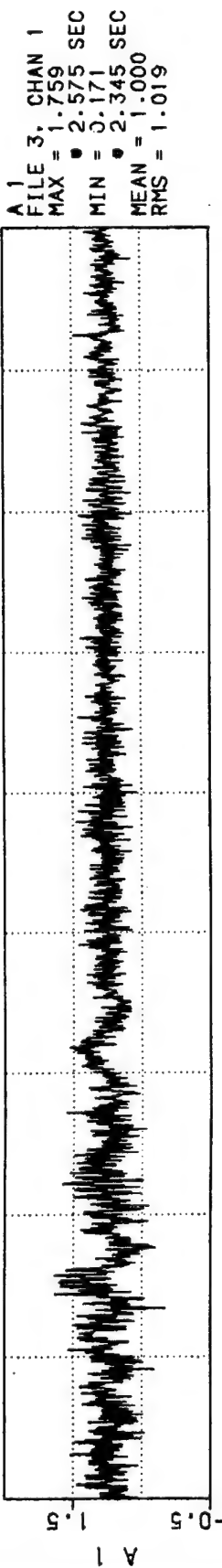
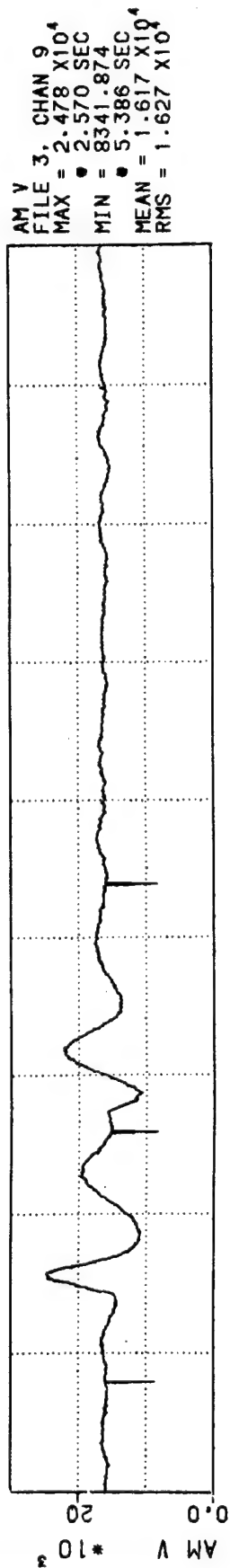
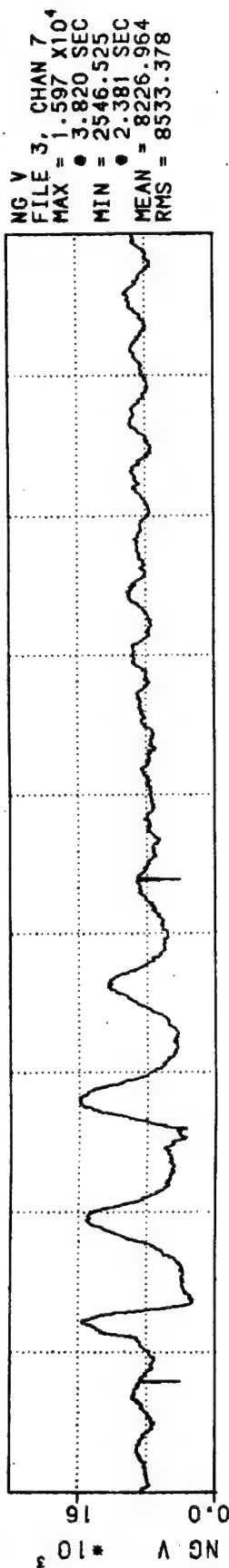
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 40 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

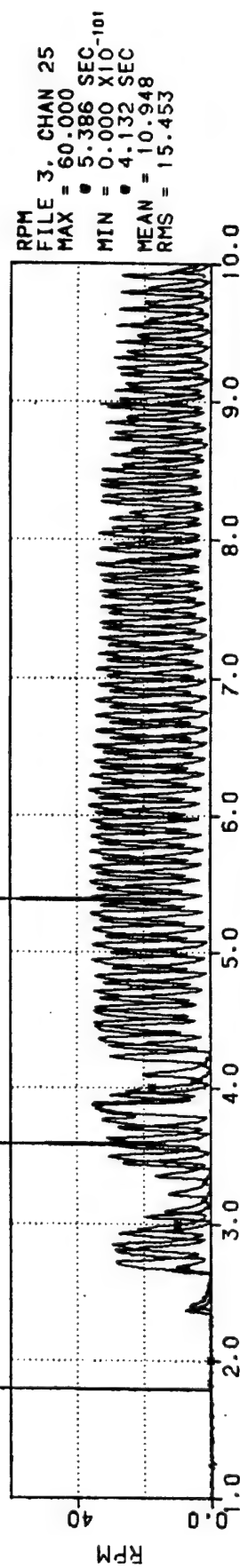
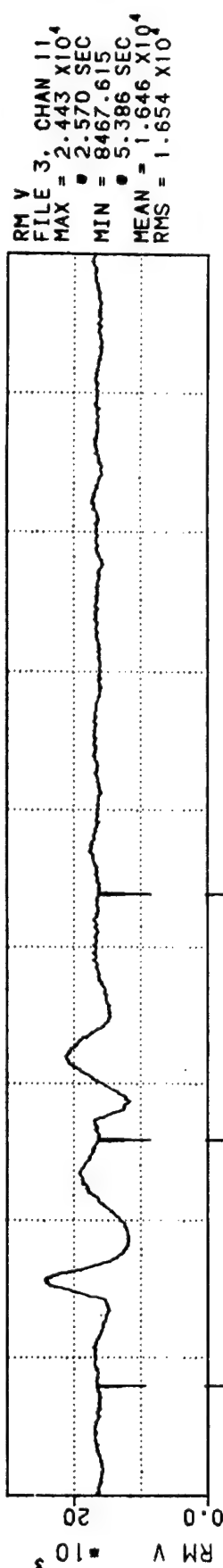
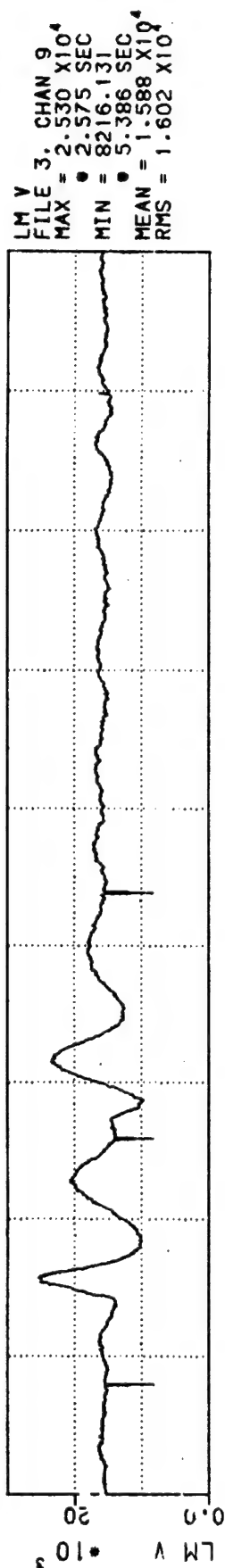
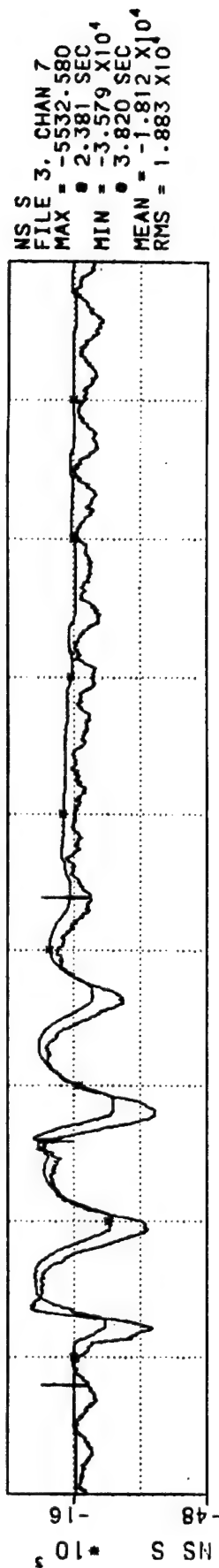
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 41 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

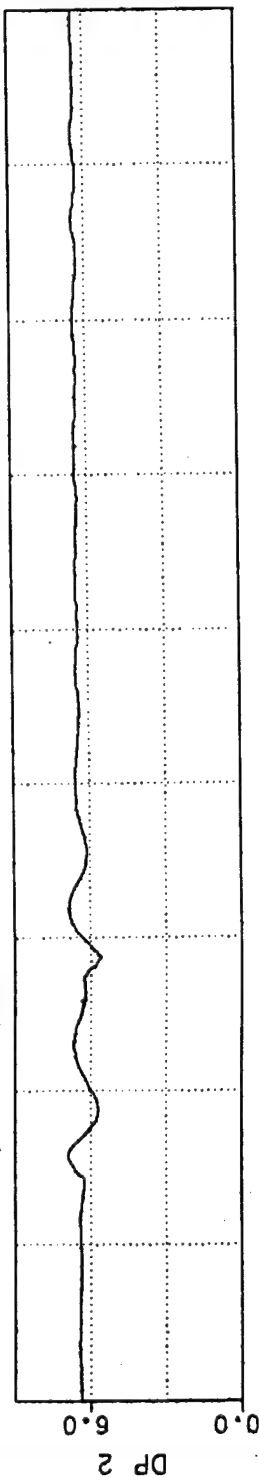
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



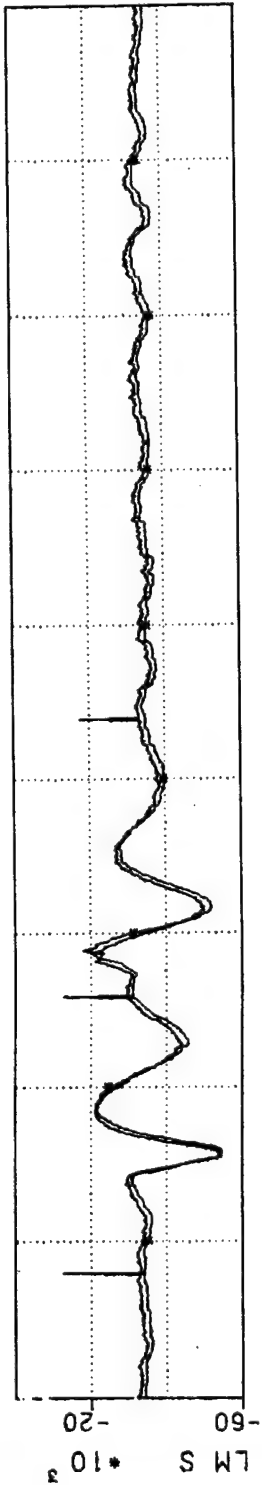
TIME - SECONDS
 RUN NO. 41
 PAGE NO. 2
 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

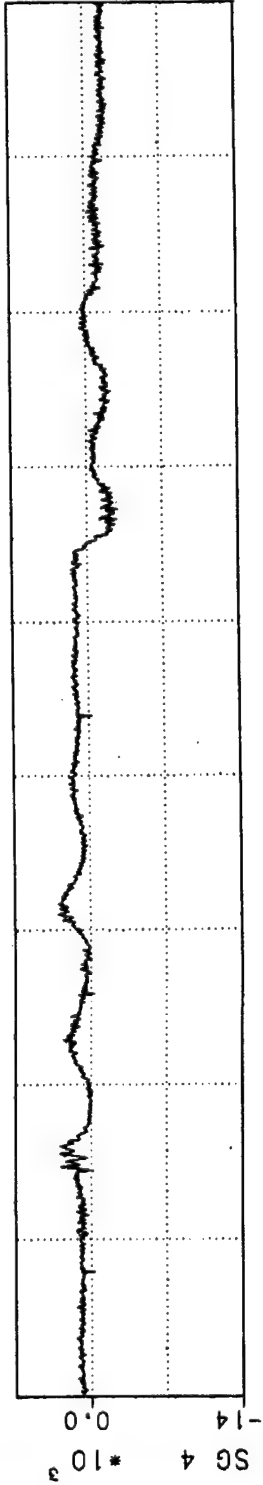
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



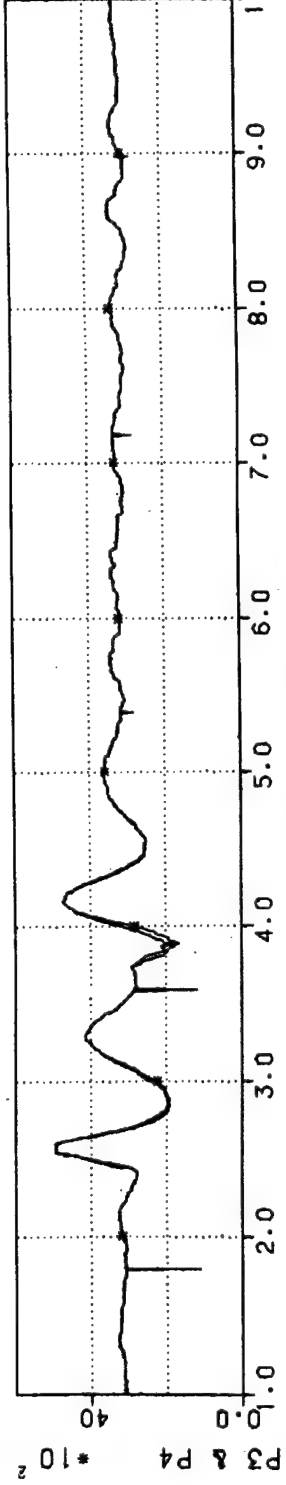
DP 2
FILE 3, CHAN 22
MAX = 6.894
MIN = 2.580 SEC
MEAN = 5.562
RMS = 3.871 SEC
RMS = 6.398
RMS = 6.400



LM S
FILE 3, CHAN 9
MAX = -1.748 X10⁴
MIN = 5.386 SEC
MEAN = -5.441 X10⁴
RMS = 2.575 SEC
RMS = -3.383 X10⁴
RMS = 3.414 X10⁴



SG 4
FILE 3, CHAN 10
MAX = 3026.418
MIN = 4.101 SEC
MEAN = -2877.707
RMS = 6.728 SEC
RMS = 180.748
RMS = 1237.523

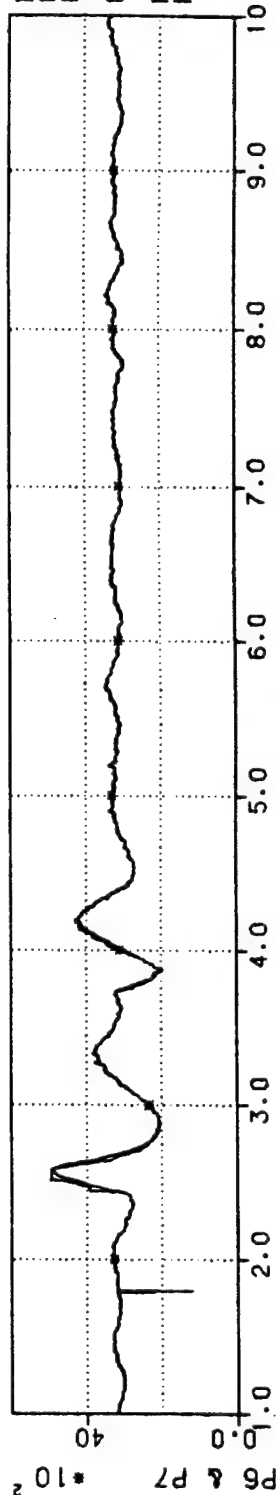
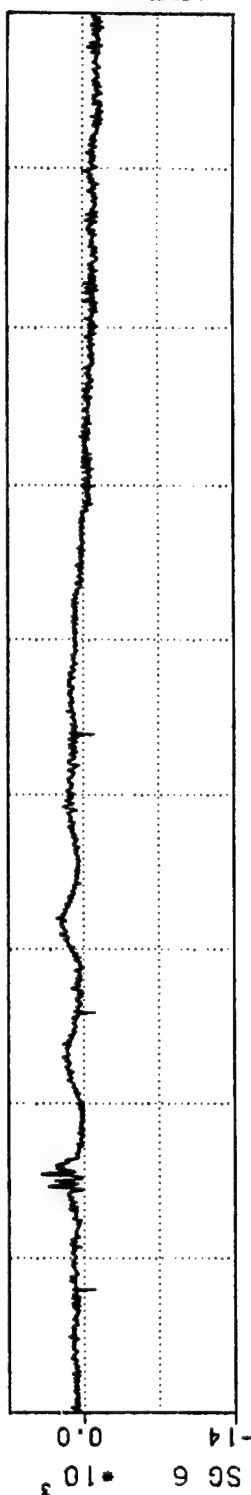
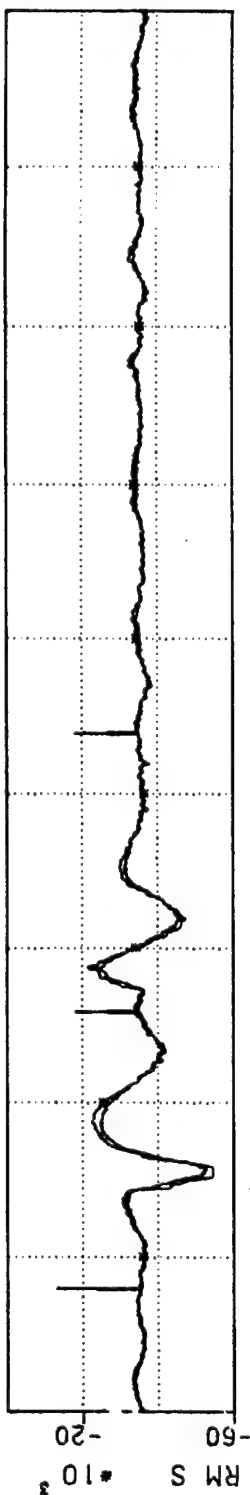
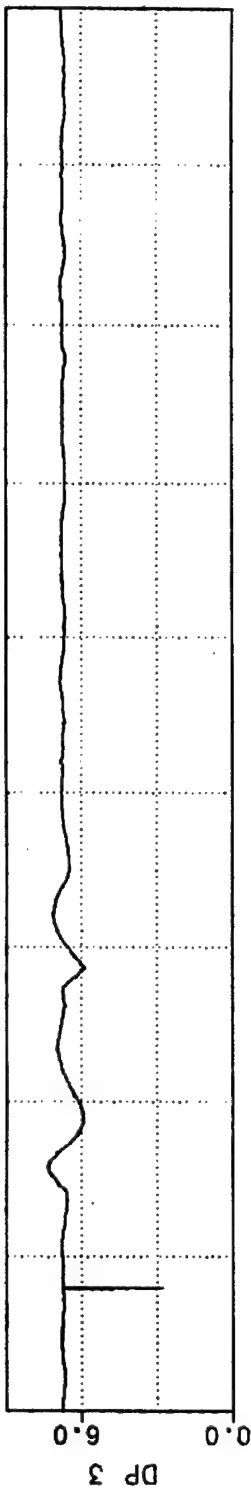


P3 & P4
FILE 3, CHAN 15
MAX = 4946.397
MIN = 2.601 SEC
MEAN = 1135.953
RMS = 1.792 SEC
RMS = 3192.189
RMS = 3223.105

TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 41 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



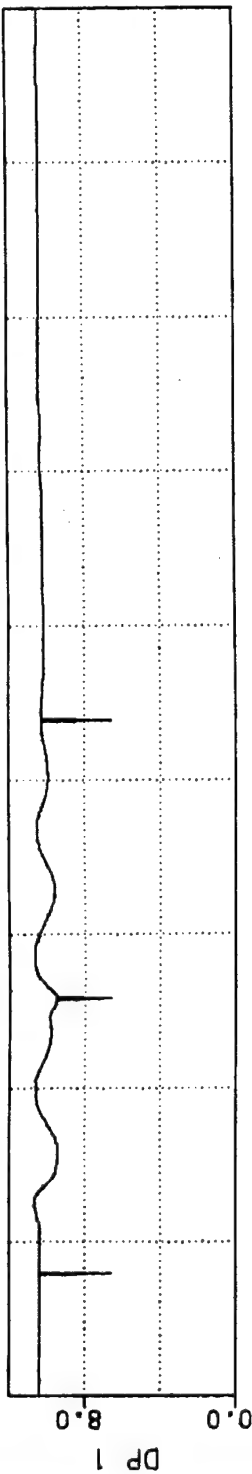
TIME - SECONDS

DELTA T (MSEC) = 5.120

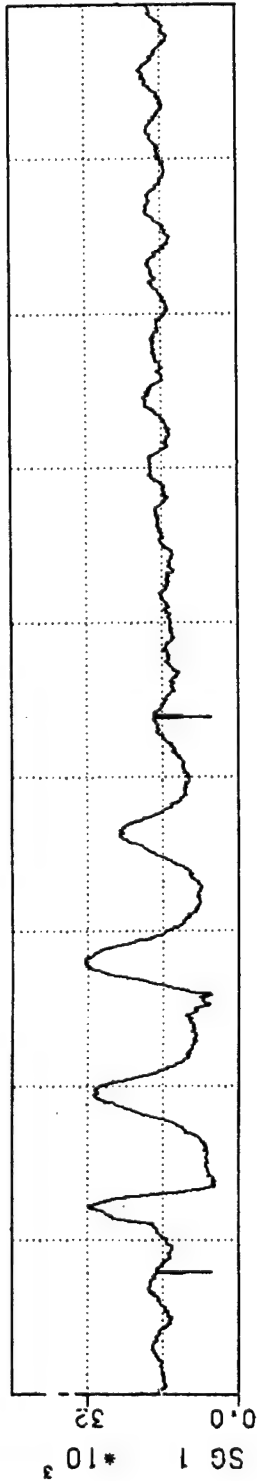
RUN NO. 41 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

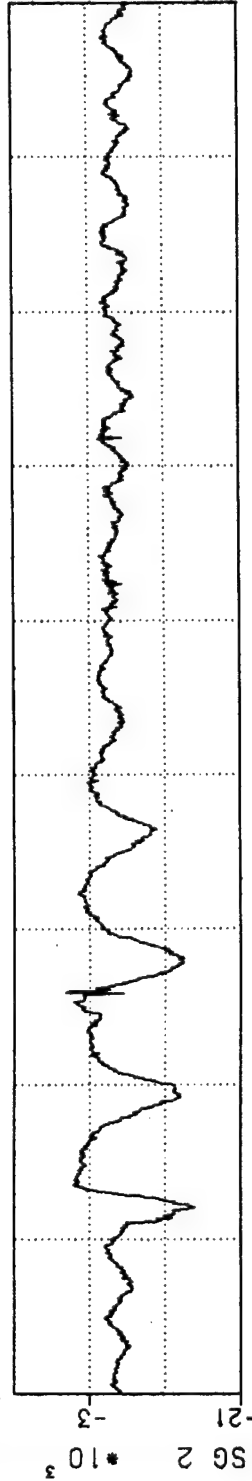
20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



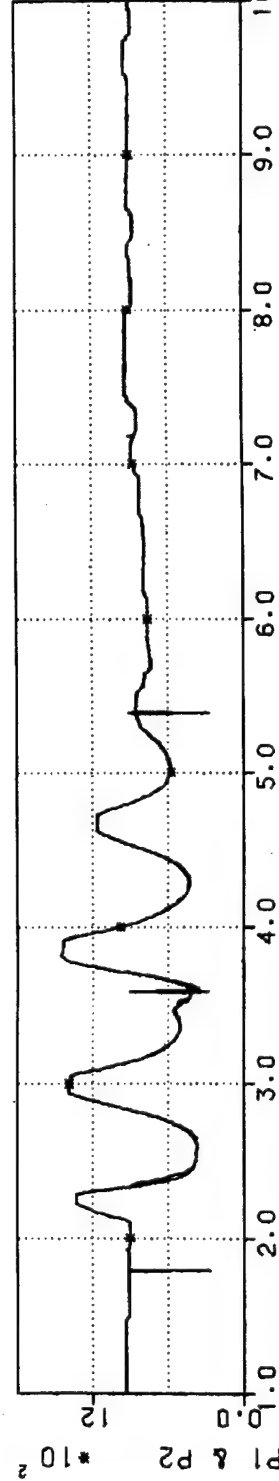
DP 1
FILE 3, CHAN 21
MAX = 10.649
MIN = 3.830 SEC
MEAN = 6.568
RMS = 5.386 SEC
MEAN = 10.215
RMS = 10.219



SG 1
FILE 3, CHAN 7
MAX = 3.266 X10⁴
MIN = 3.820 SEC
MEAN = 4798.711
RMS = 2.381 SEC
MEAN = 1.610 X10⁴
RMS = 1.679 X10⁴



SG 2
FILE 3, CHAN 8
MAX = -248.164
MIN = -3.594 SEC
MEAN = -1.552 X10⁴
RMS = 2.207 SEC
MEAN = -6092.739
RMS = 6531.923



P1 & P2
FILE 3, CHAN 13
MAX = 1452.691
MIN = 3.820 SEC
MEAN = 272.667
RMS = 5.386 SEC
MEAN = 848.585
RMS = 873.659

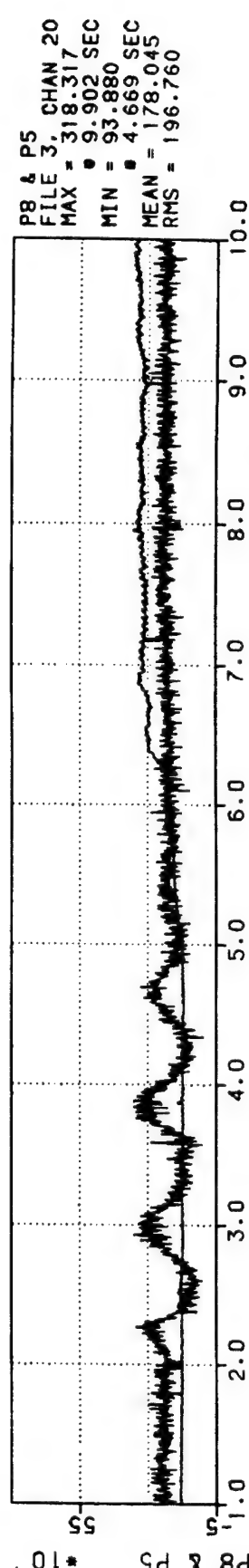
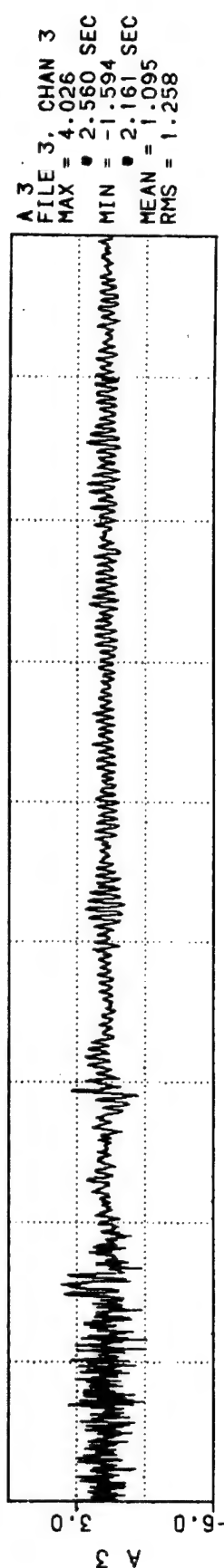
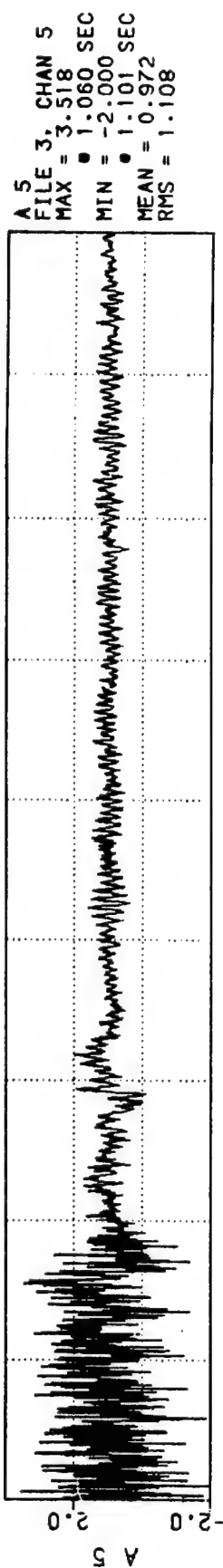
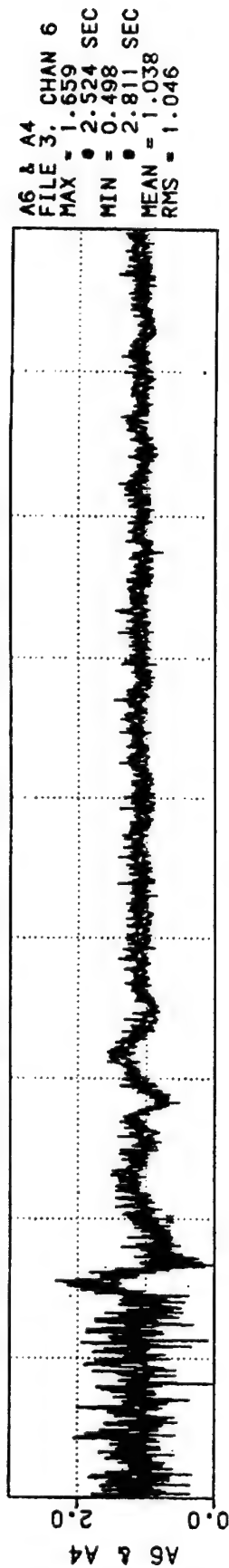
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 41 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITE MAN AFB

20 KNOTS : SINGLE BUMP : HEAVY WEIGHT : ACCELERATING



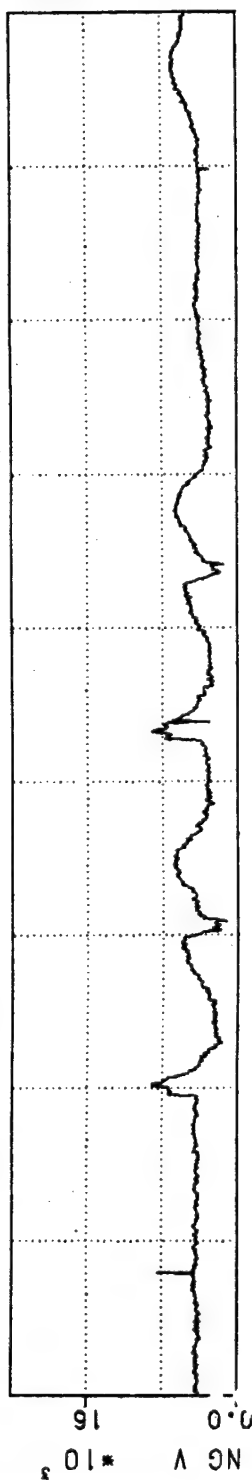
TIME - SECONDS

DELTA T (MSEC) = 5.120

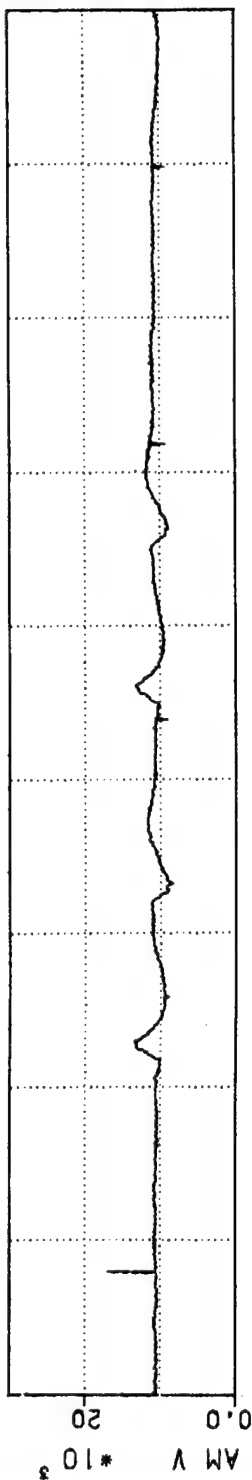
RUN NO. 41 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

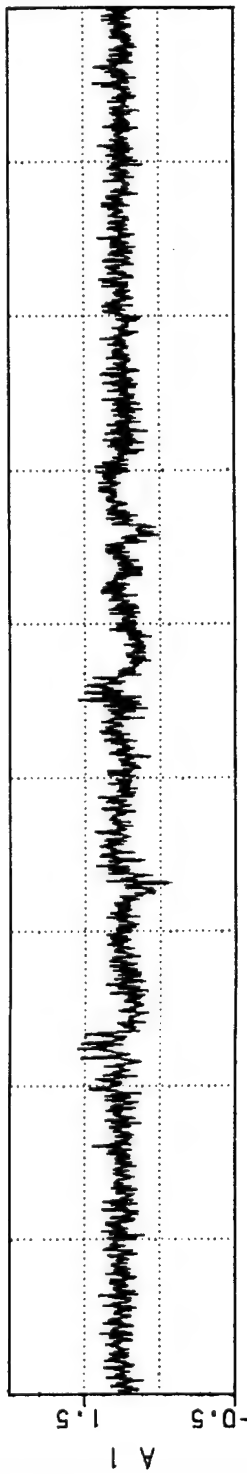
NG V
FILE 12, CHAN 7
MAX = 9133.217
MIN = 3.021 SEC
MEAN = 1235.749
RMS = 4.091 SEC
RMS = 4371.182
RMS = 4532.675



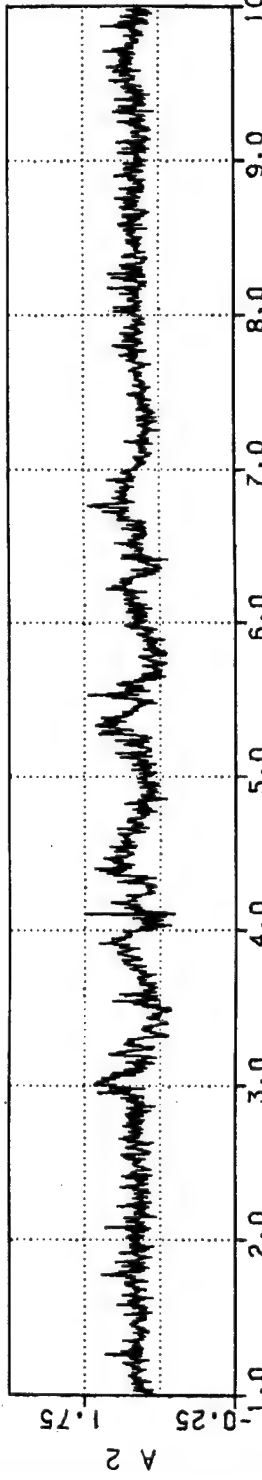
AM V
FILE 12, CHAN 9
MAX = 1.684 X10^4
MIN = 1.792 SEC
MEAN = 8380.239
RMS = 4.321 SEC
RMS = 1.066 X10^4
RMS = 1.068 X10^4



A 1
FILE 12, CHAN 1
MAX = 1.591
MIN = 5.509 SEC
MEAN = 0.349
RMS = 4.311 SEC
RMS = 1.003
RMS = 1.013



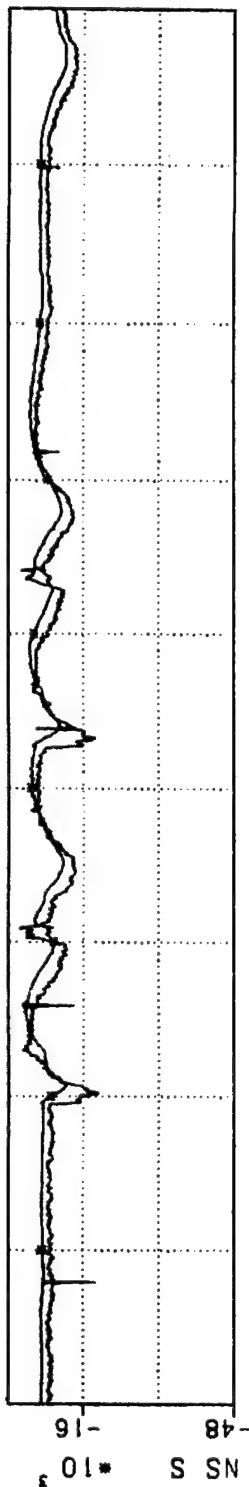
A 2
FILE 12, CHAN 2
MAX = 1.749
MIN = 4.106 SEC
MEAN = 0.567
RMS = 4.111 SEC
RMS = 1.058
RMS = 1.070



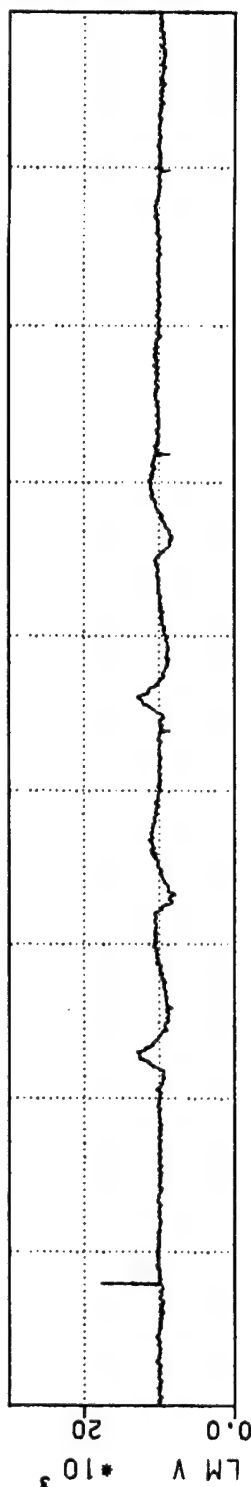
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 42 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

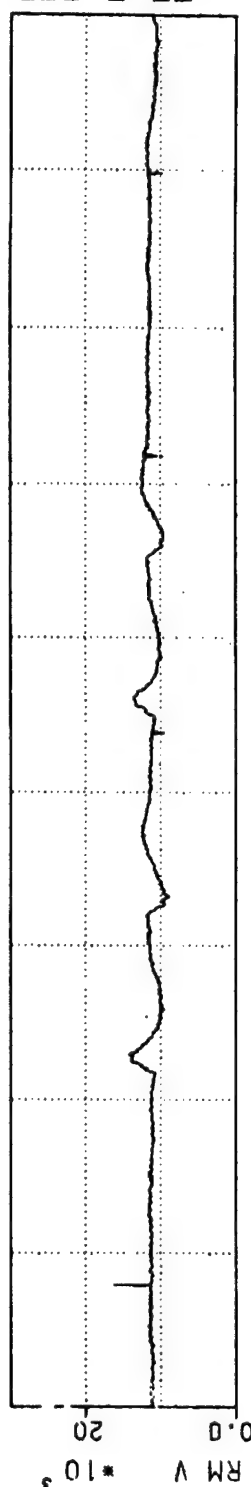
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



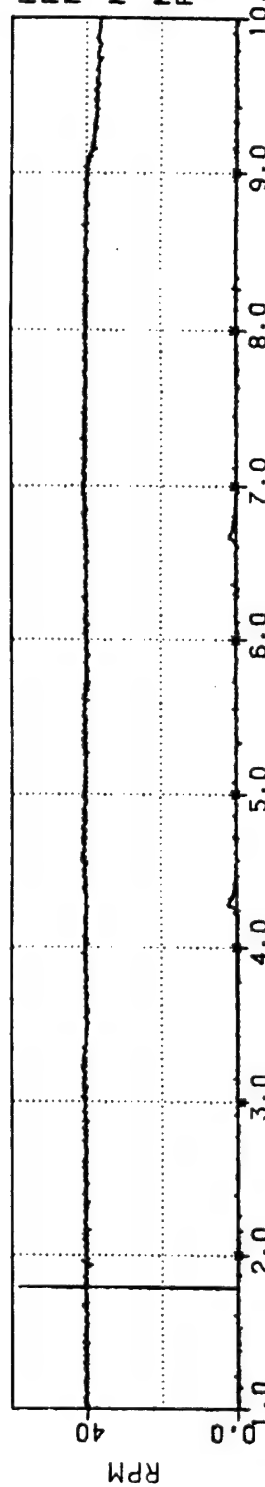
NS S
FILE 12, CHAN 7
MAX = -2526.863
MIN = -1.918 X10⁴
MEAN = -9041.498
RMS = 9401.135



LM V
FILE 12, CHAN 9
MAX = 1.760 X10⁴
MIN = 1.792 SEC
MEAN = 7853.187
RMS = 4.321 X10⁴



RM V
FILE 12, CHAN 11
MAX = 1.608 X10⁴
MIN = 1.792 SEC
MEAN = 8907.290
RMS = 4.321 X10⁴



RPM
FILE 12, CHAN 25
MAX = 57.896
MIN = 1.792 SEC
MEAN = 35.839
RMS = 9.743 X10⁴

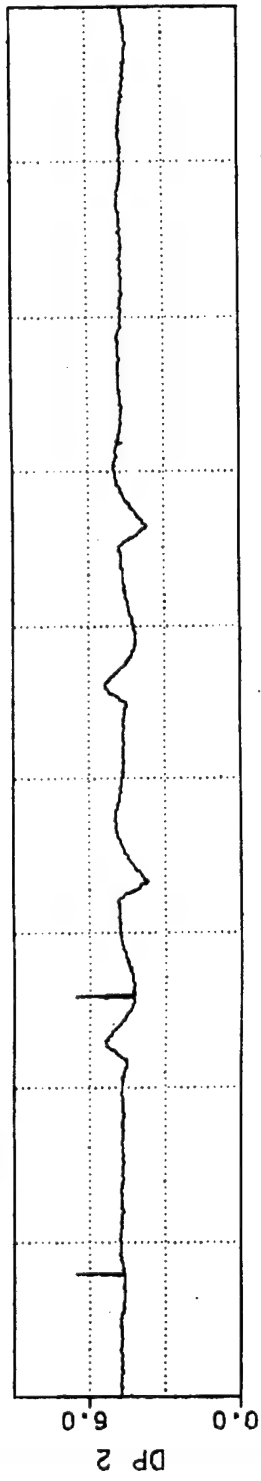
TIME - SECONDS

DELTA T (MSEC) = 5.120

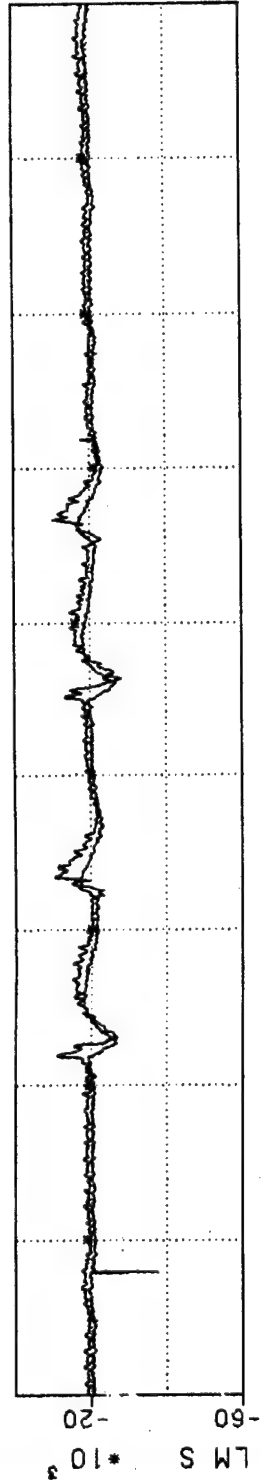
RUN NO. 42 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

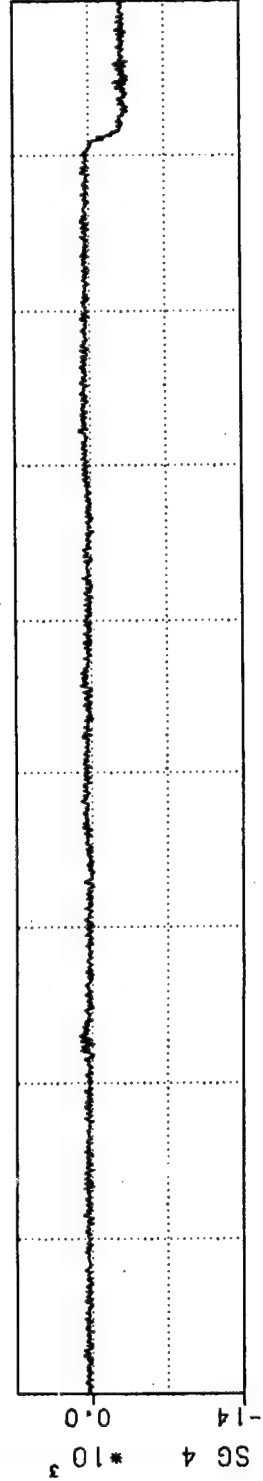
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



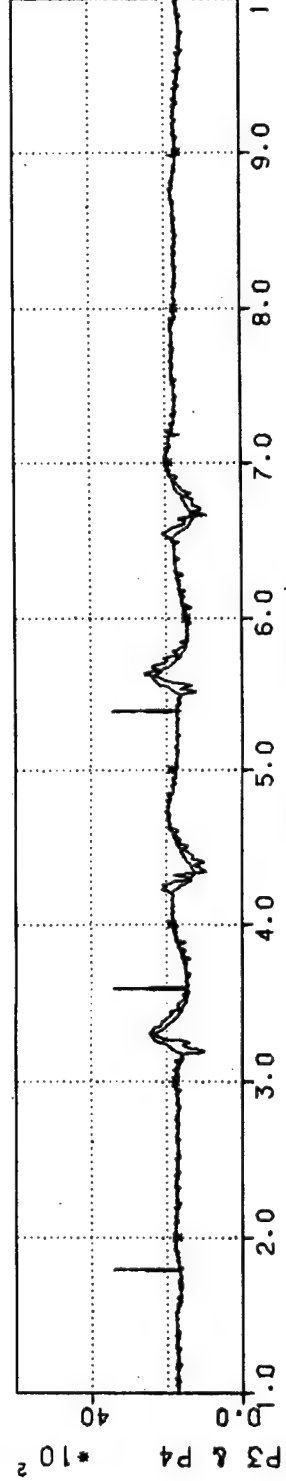
DP 2
FILE 12, CHAN 22
MAX = 6.534
MIN = 3.589 SEC
MEAN = 3.670
RMS = 6.651 SEC
RMS = 4.650



LM S
FILE 12, CHAN 9
MAX = -1.583 X10⁴
MIN = 4.326 SEC
MEAN = -3.757 X10⁴
RMS = 1.792 SEC
RMS = -2.054 X10⁴



SG 4
FILE 12, CHAN 10
MAX = 1152.504
MIN = 3.302 SEC
MEAN = -3699.148
RMS = 9.487 SEC
RMS = 38.569

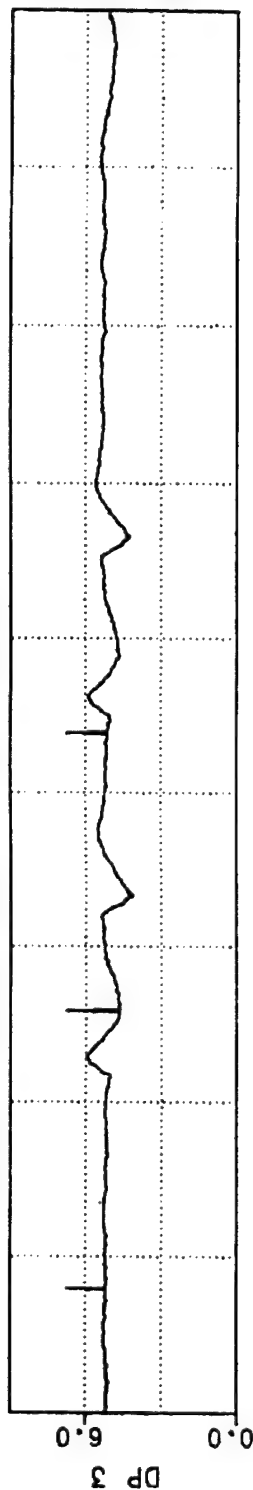


P3 & P4
FILE 12, CHAN 15
MAX = 3418.556
MIN = 5.386 SEC
MEAN = 1225.108
RMS = 4.337 SEC
RMS = 1723.897

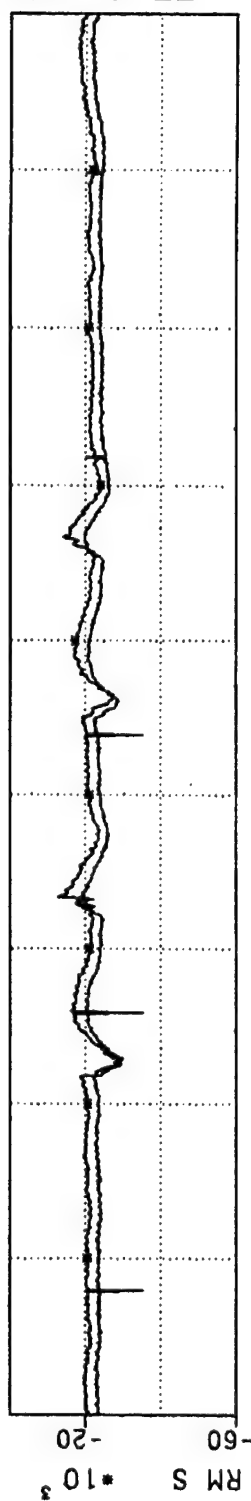
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 42 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

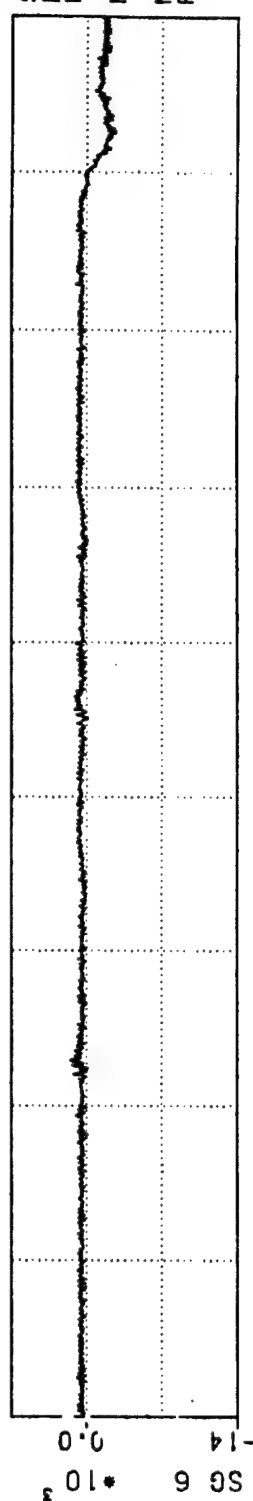
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



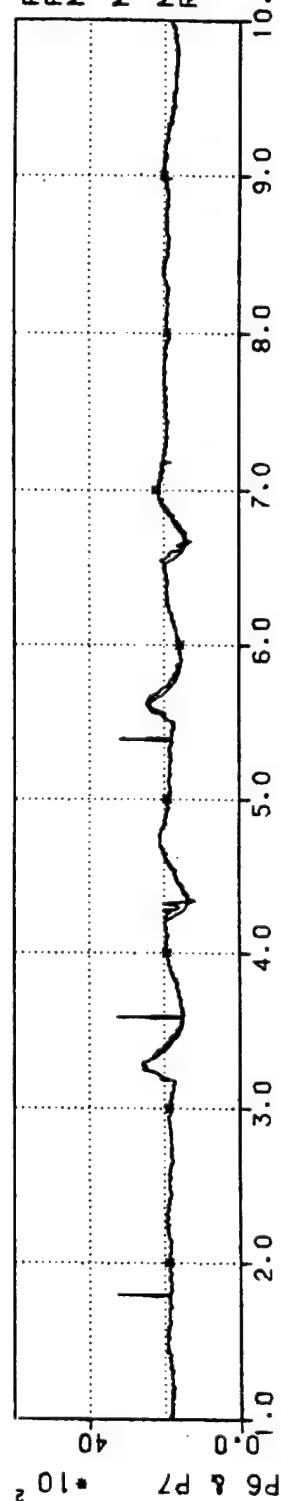
DP 3
FILE 12, CHAN 23
MAX = 6.754
MIN = 5.386 SEC
MEAN = 4.109
RMS = 4.332 SEC
RMS = 5.191



RM S
FILE 12, CHAN 11
MAX = -1.810 X10⁴
MIN = -3.448 X10⁴
MEAN = -2.349 X10⁴
RMS = 2.354 X10⁴



SG 6
FILE 12, CHAN 12
MAX = 1454.203
MIN = -2746.027
MEAN = 9.262 SEC
RMS = 267.123
RMS = 754.284



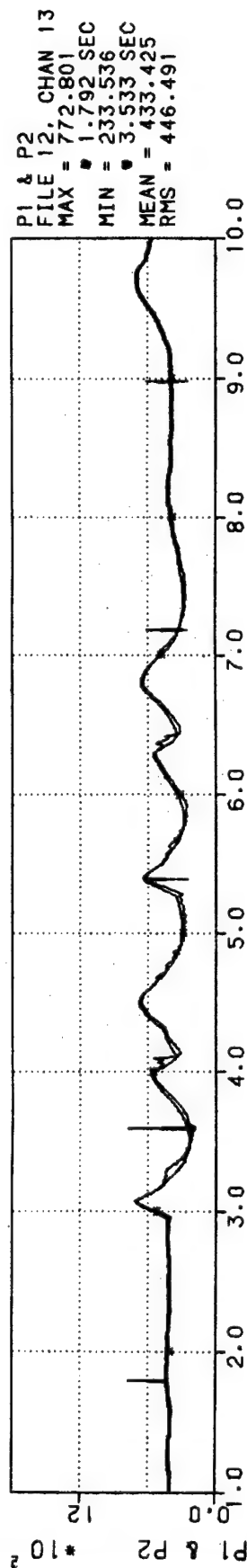
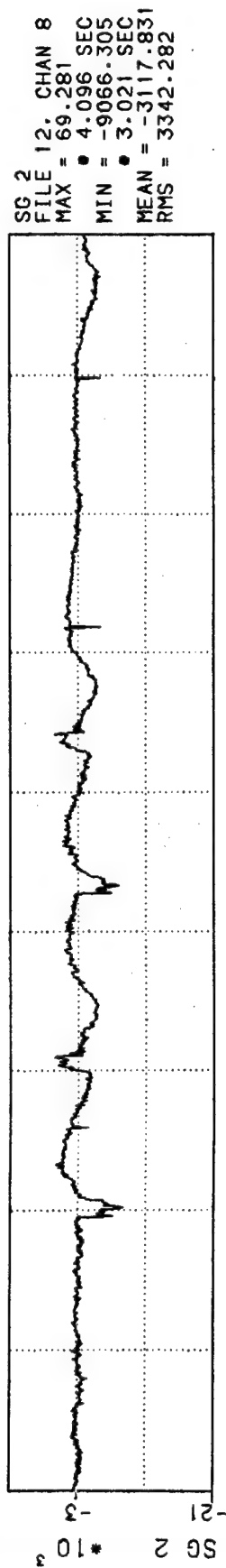
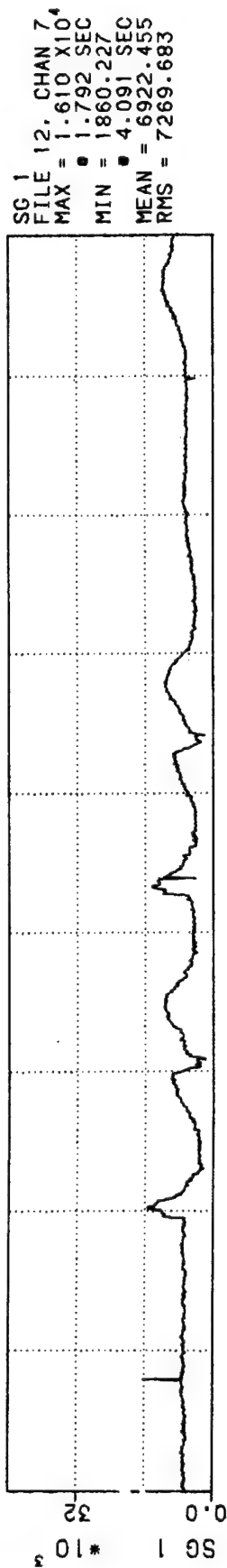
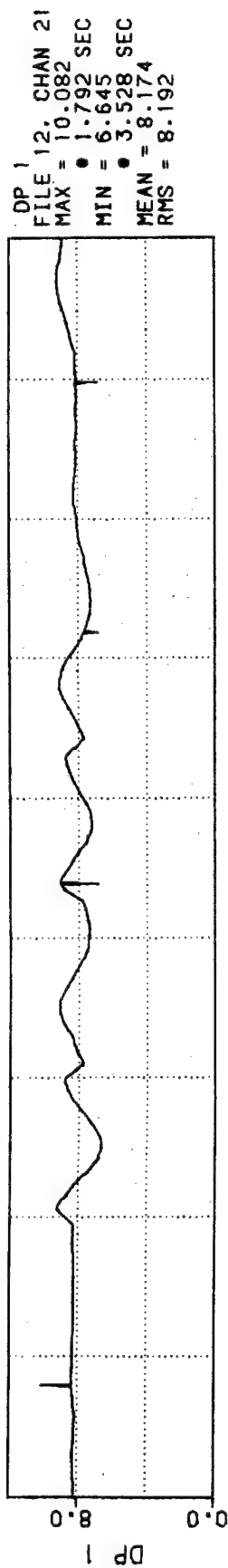
P6 & P7
FILE 12, CHAN 18
MAX = 3255.274
MIN = 1317.055
MEAN = 4.337 SEC
RMS = 1860.964
RMS = 1869.040

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 42 PAGE NO. 4

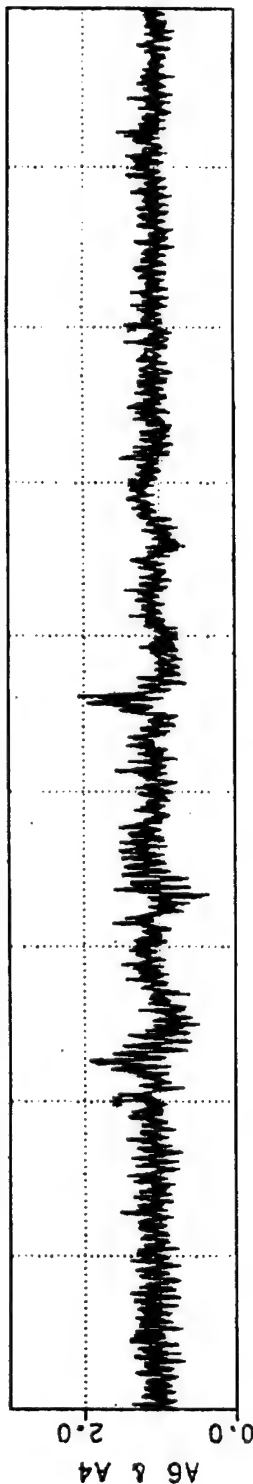
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



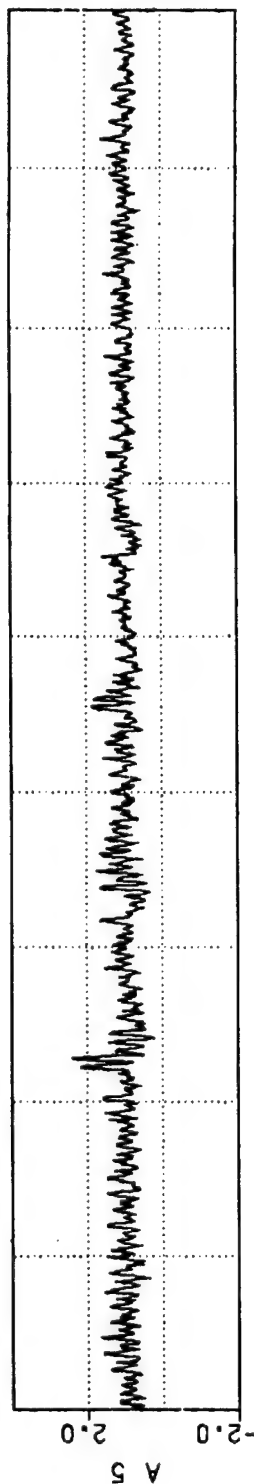
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 42 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

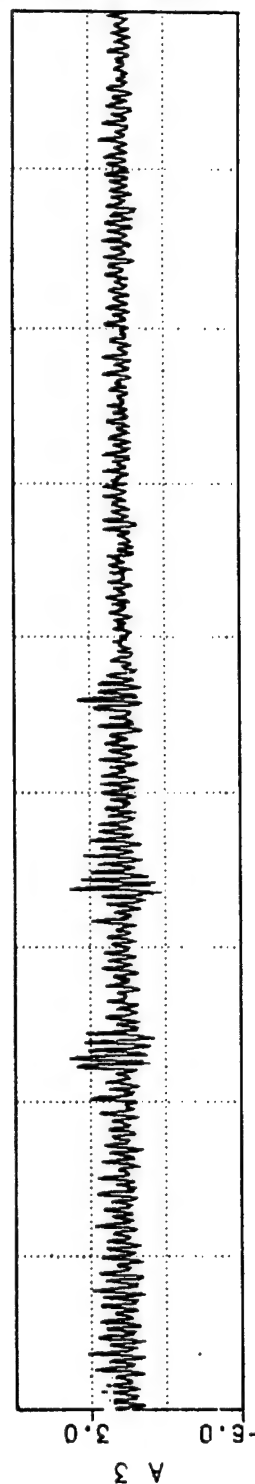
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



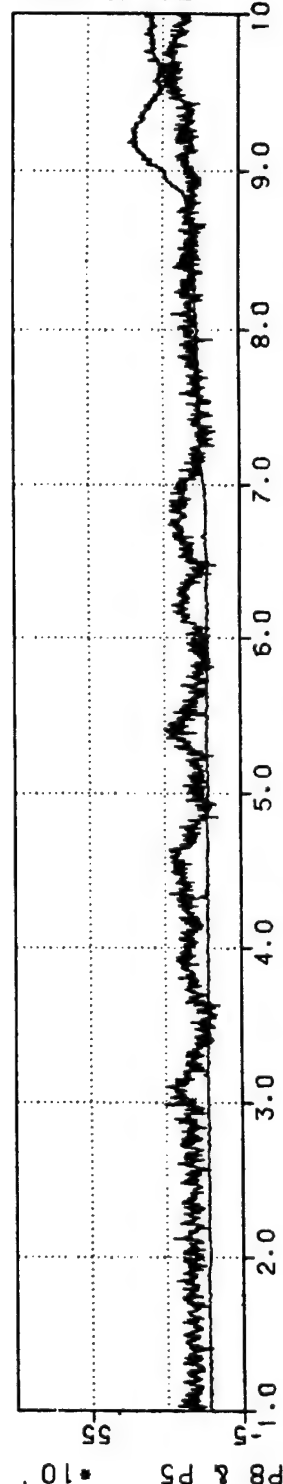
A6 & A4
FILE 12, CHAN 6
MAX = 1.769
MIN = 0.466
MEAN = 1.032
RMS = 1.042



A 5
FILE 12, CHAN 5
MAX = 2.402
MIN = 0.236
MEAN = 0.968
RMS = 0.997



A 3
FILE 12, CHAN 3
MAX = 4.218
MIN = -1.278
MEAN = 1.083
RMS = 1.258



P8 & P5
FILE 12, CHAN 20
MAX = 384.185
MIN = 76.803
MEAN = 117.939
RMS = 137.540

TIME - SECONDS

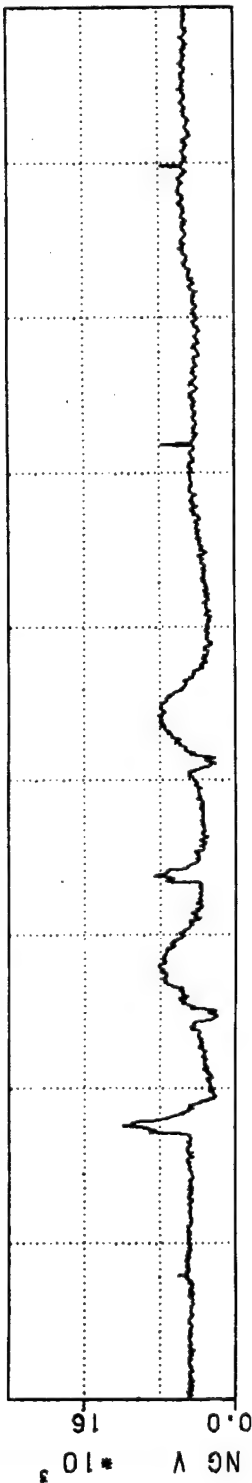
DELTA T (MSEC) = 5.120

RUN NO. 42 PAGE NO. 6

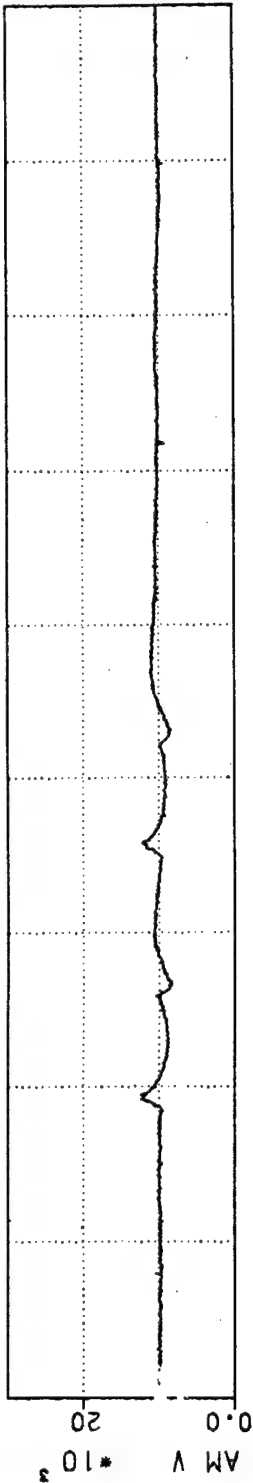
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

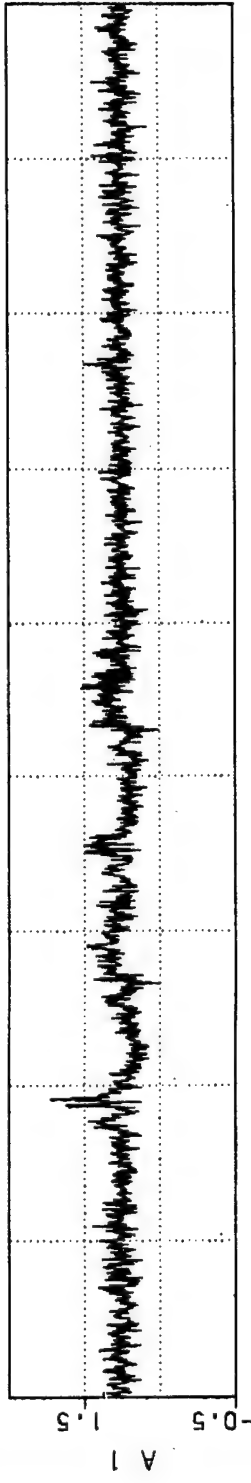
NG V
FILE 13, CHAN 7
MAX = 1.186 X10⁴
MIN = 2.755 SEC
MEAN = 1832.460
RMS = 3.471 SEC
RMS = 4882.096



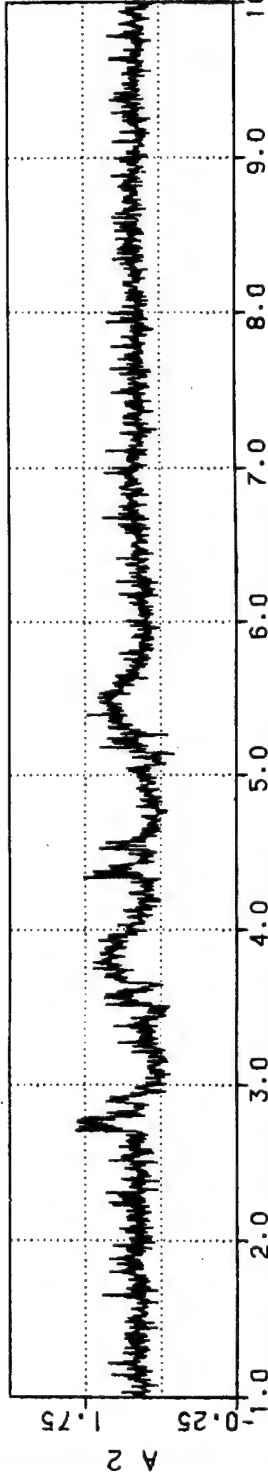
AM V
FILE 13, CHAN 9
MAX = 1.233 X10⁴
MIN = 2.944 SEC
MEAN = 8370.492
RMS = 3.676 SEC
RMS = 1.002 X10⁴
RMS = 1.003 X10⁴



A 1
FILE 13, CHAN 1
MAX = 1.946
MIN = 2.913 SEC
MEAN = 0.497
RMS = 3.666 SEC
RMS = 1.011
RMS = 1.021



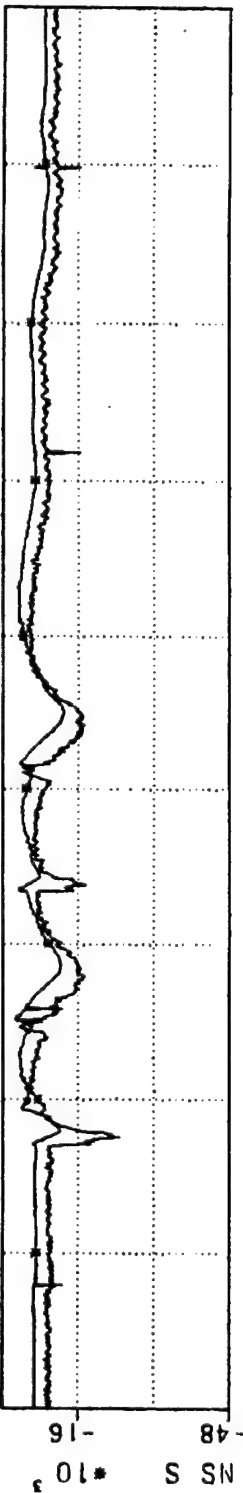
A 2
FILE 13, CHAN 2
MAX = 1.861
MIN = 2.708 SEC
MEAN = 0.573
RMS = 5.140 SEC
RMS = 1.070
RMS = 1.084



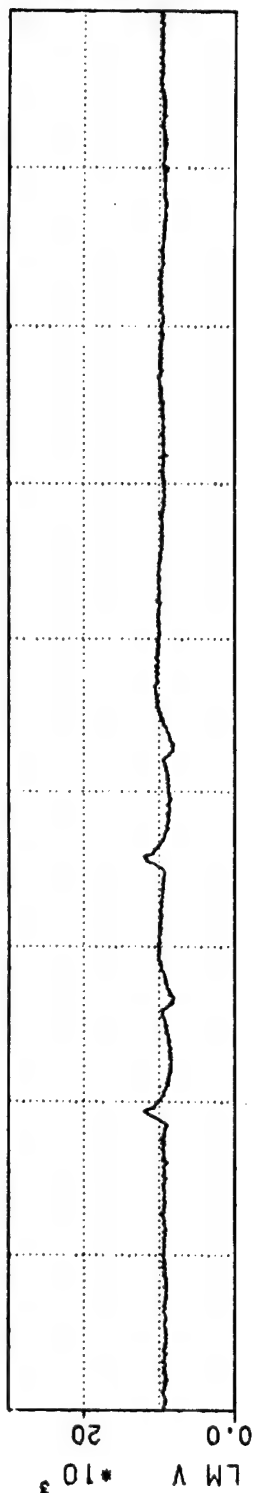
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

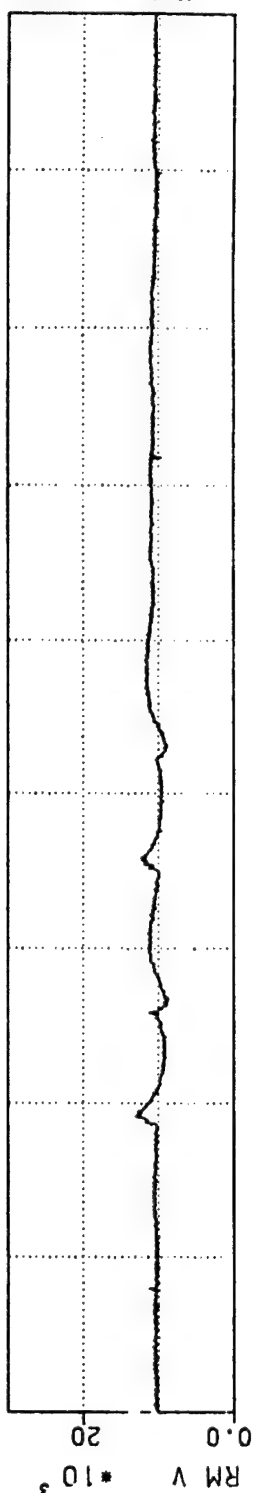
60 KNOTS • DOUBLE BUMP • LIGHT WEIGHT



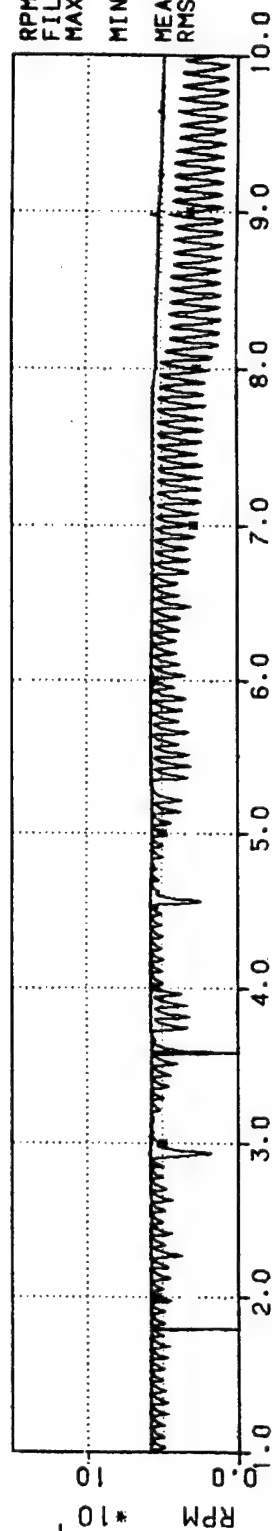
NS S
FILE 13, CHAN 7
MAX = -3703.210
MIN = -2.485 $\times 10^4$
MEAN = -9722.621
RMS = 1.010 $\times 10$



LM V
FILE 13, CHAN 9
MAX = 1.208 $\times 10^4$
MIN = 4.582 SEC
MEAN = 8005.887
RMS = 3.671 SEC
MEAN = 9495.477
RMS = 9509.115



RM V
FILE 13, CHAN 11
MAX = 1.305 $\times 10^4$
MIN = 2.918 SEC
MEAN = 8722.863
RMS = 3.676 SEC
MEAN = 1.054 $\times 10^4$
RMS = 1.055 $\times 10$



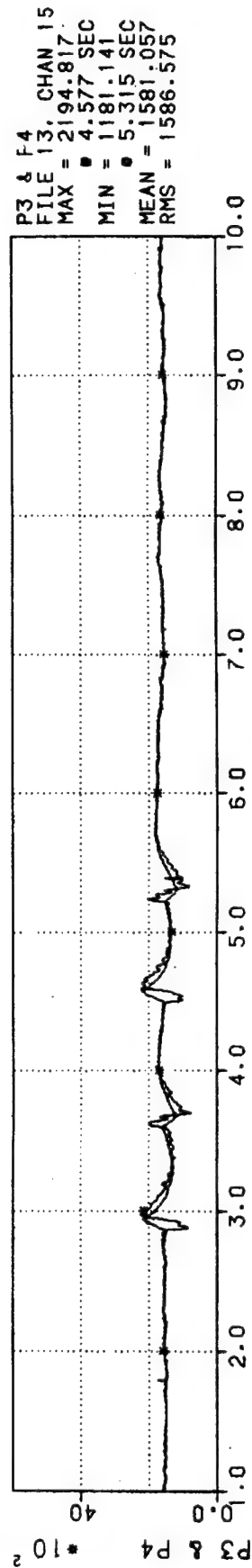
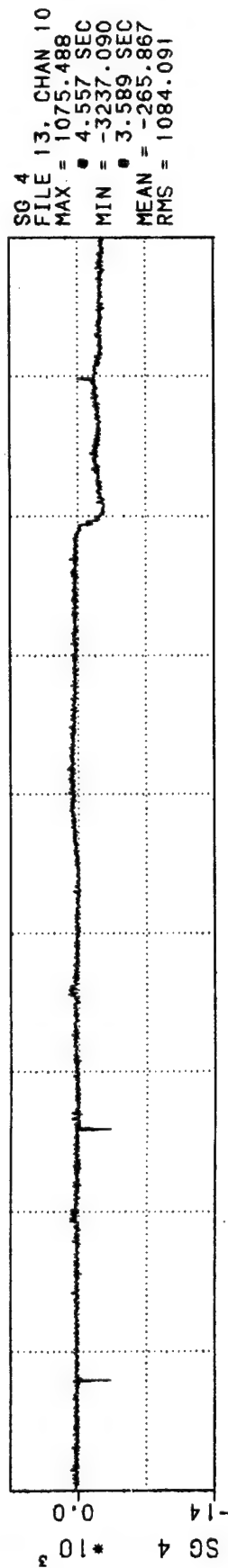
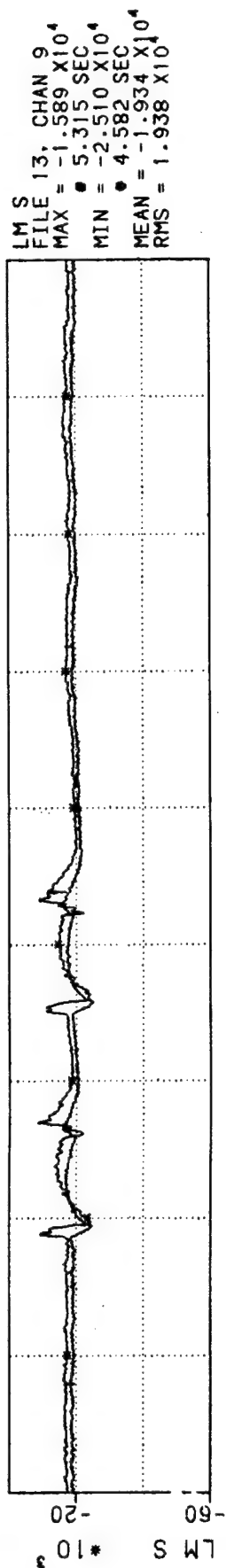
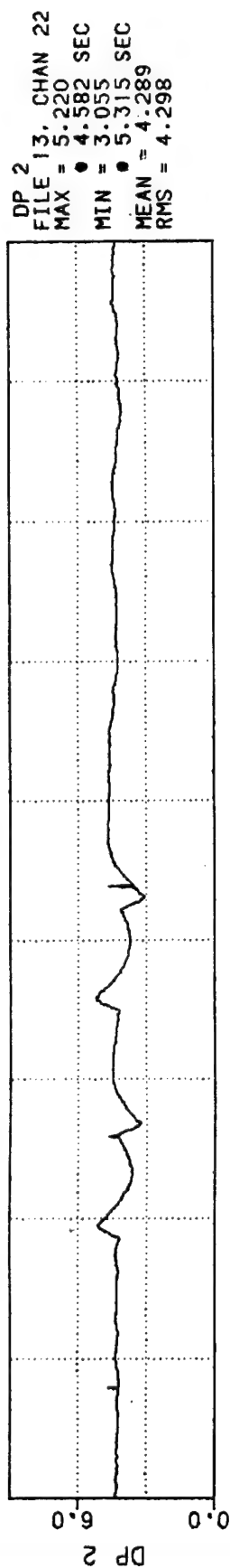
RPM
FILE 13, CHAN 25
MAX = 58.963
MIN = 2.924 SEC
MEAN = 34.255
RMS = 3.589 SEC
MEAN = 55.884
RMS = 55.942

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 43 PAGE NO. 2

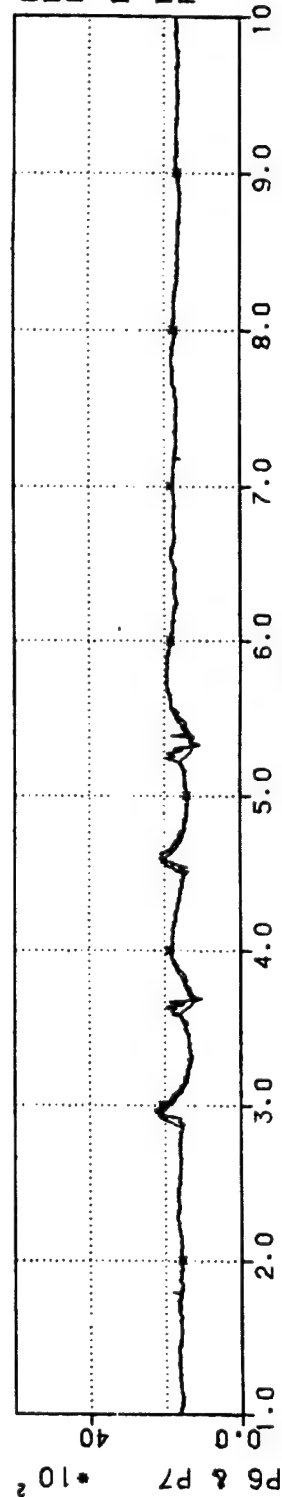
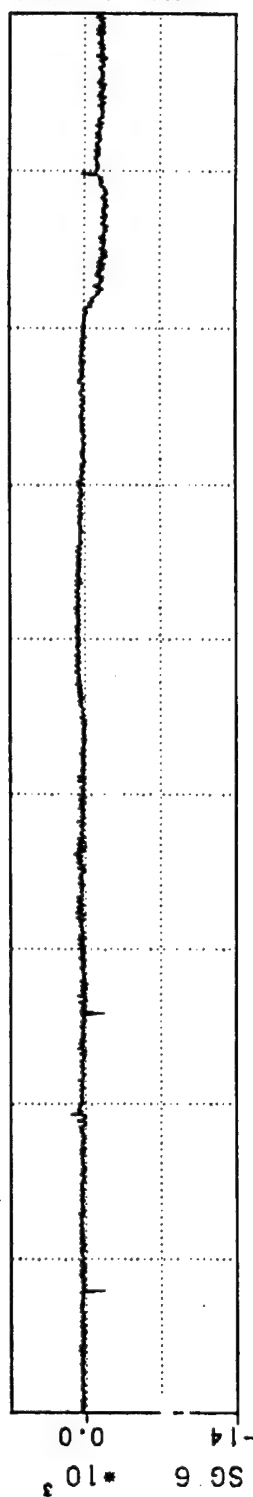
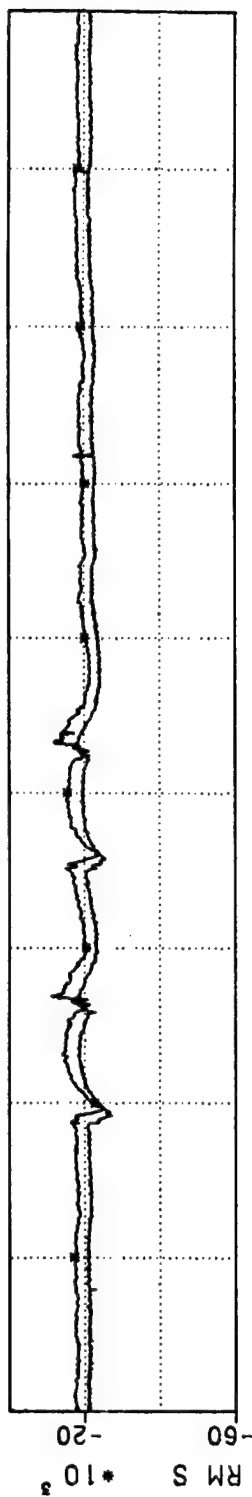
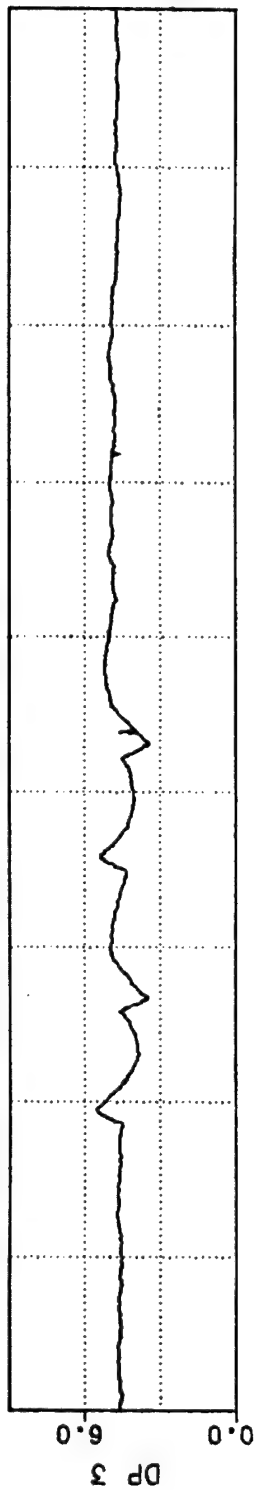
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



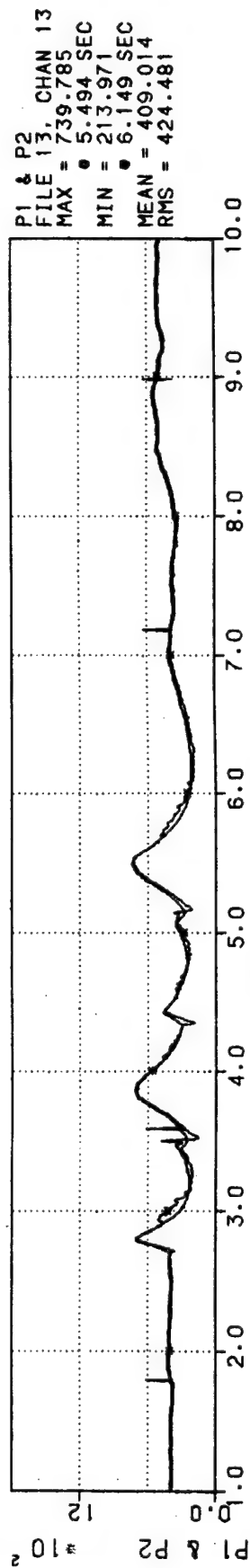
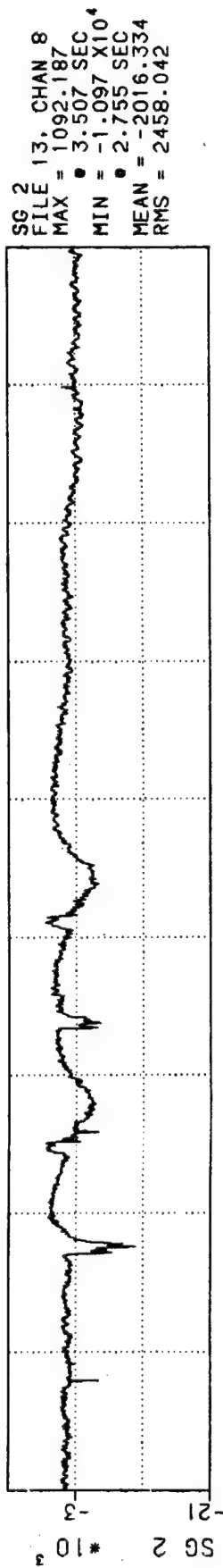
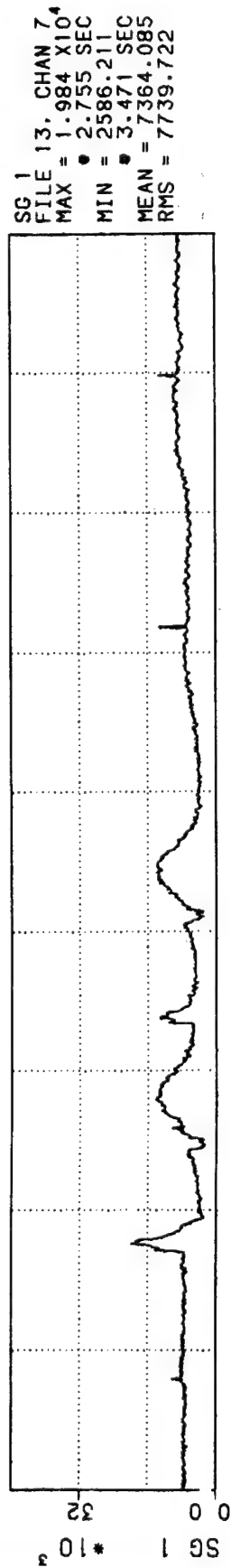
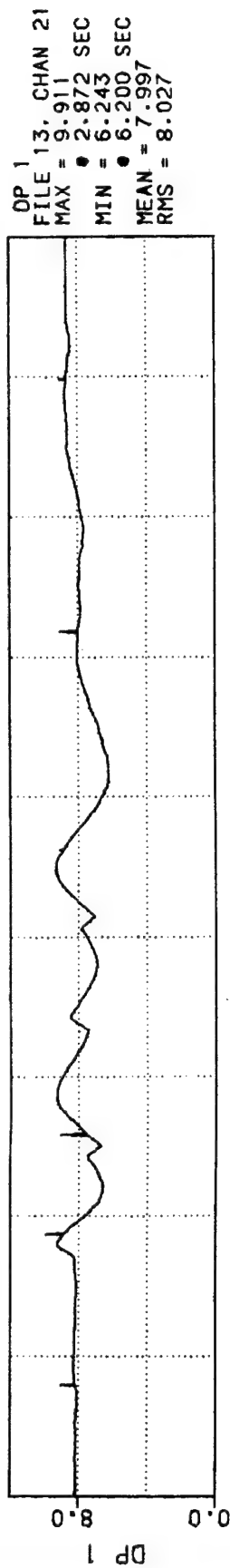
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 43 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

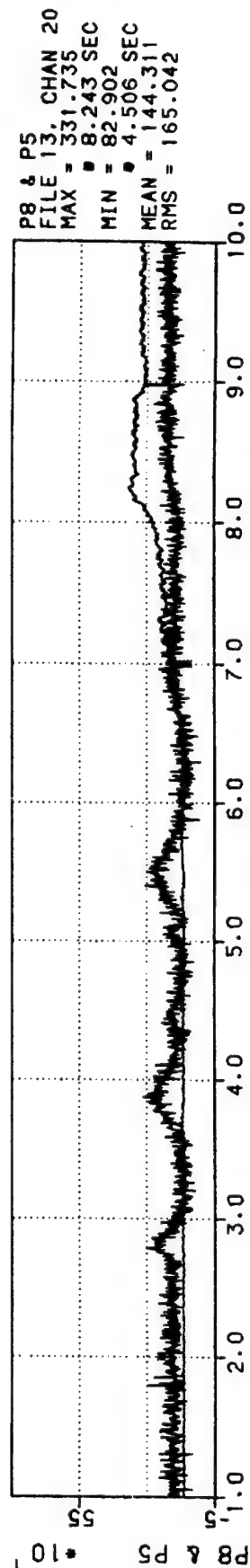
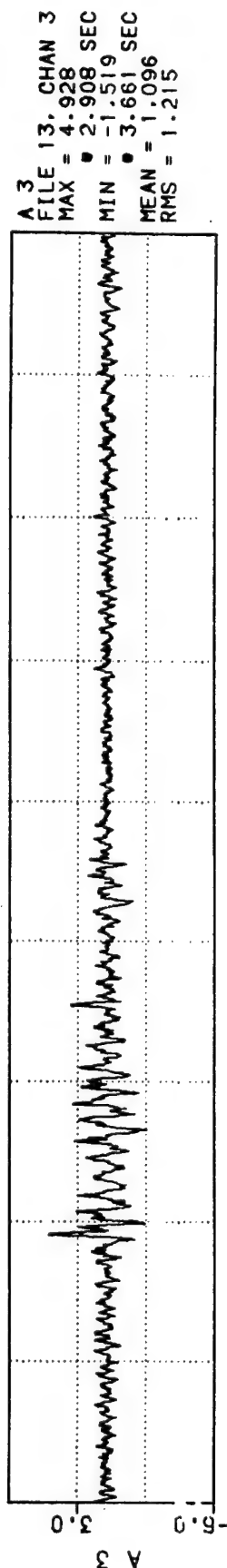
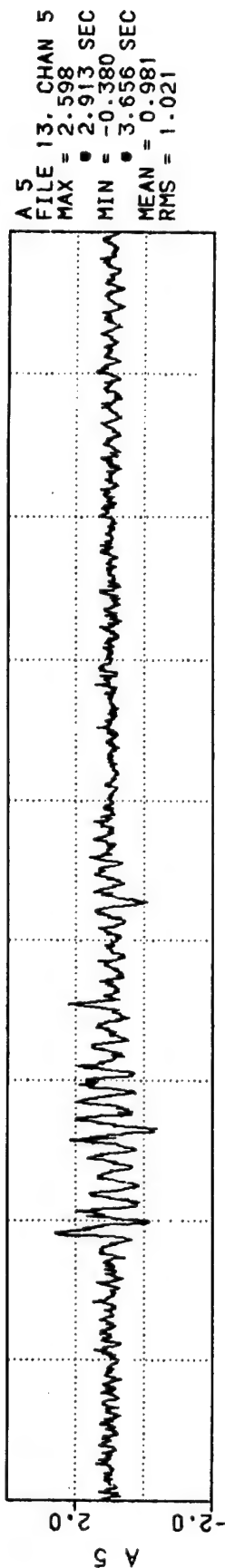
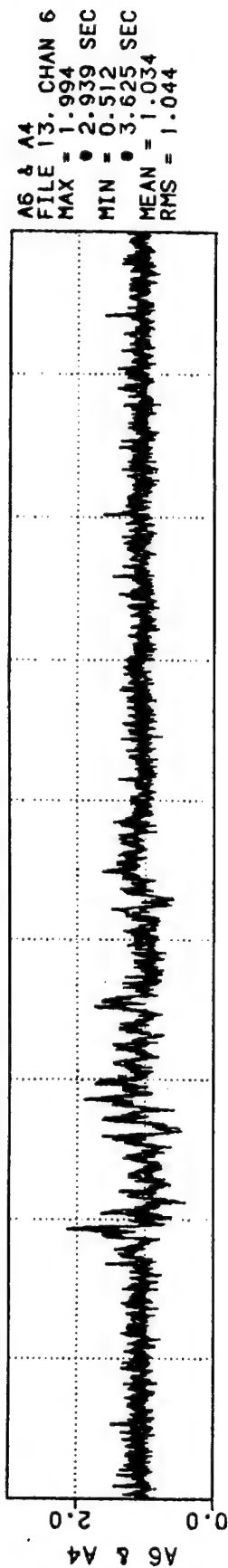
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 43 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

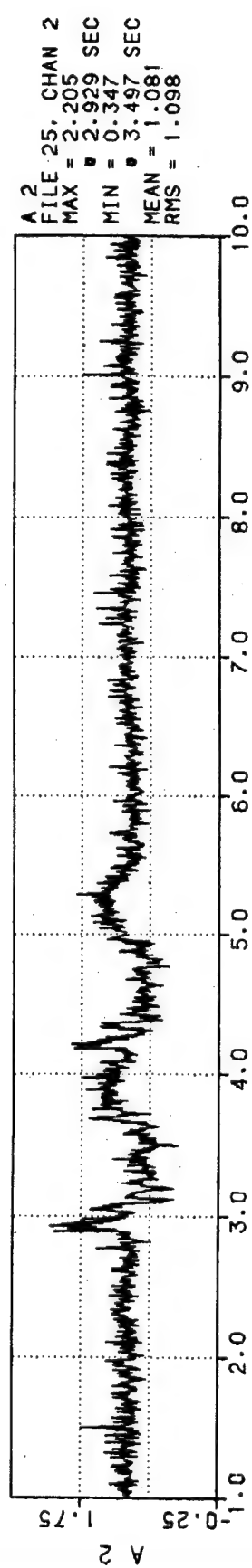
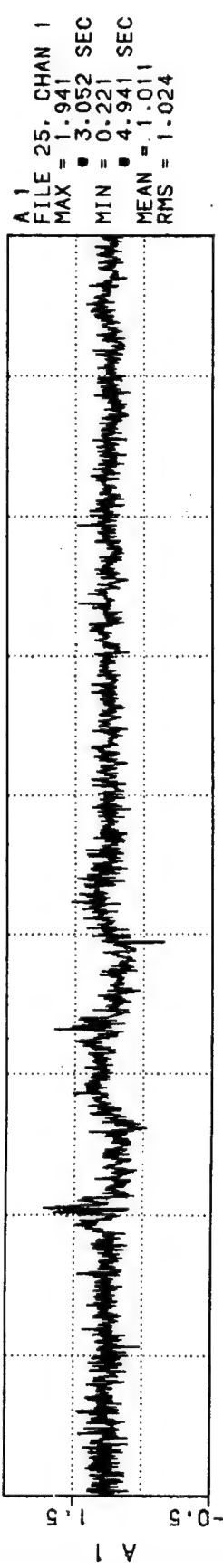
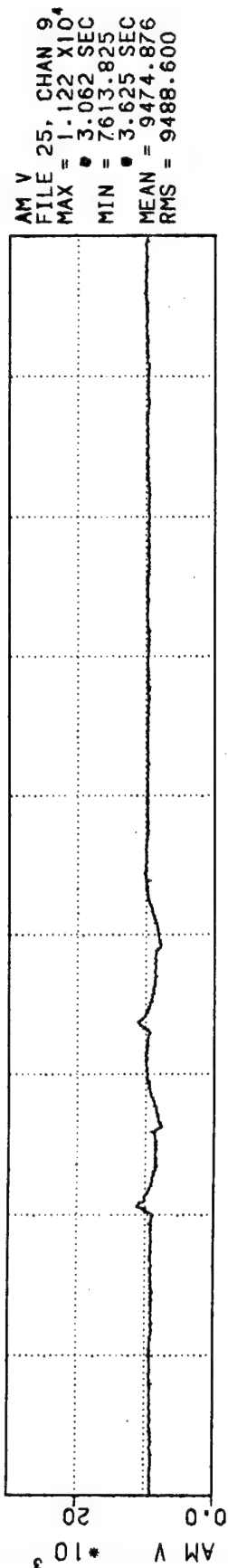
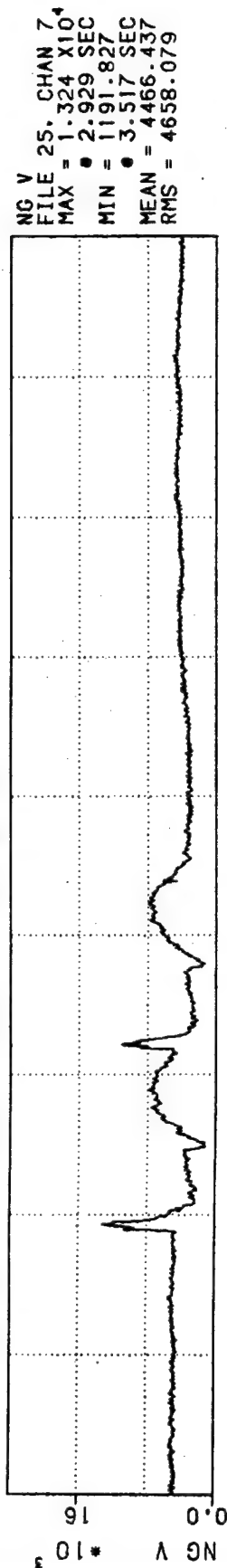
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
RUN NO. 43
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



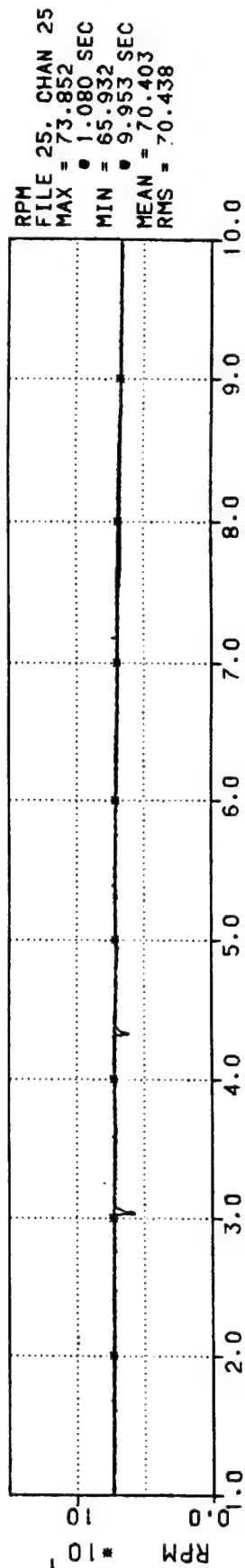
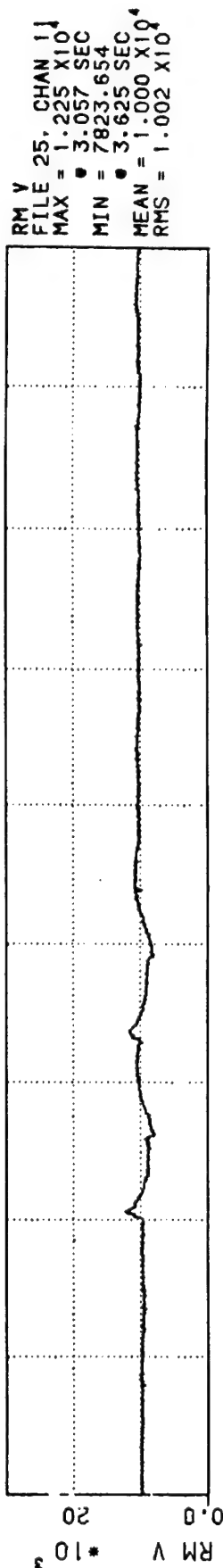
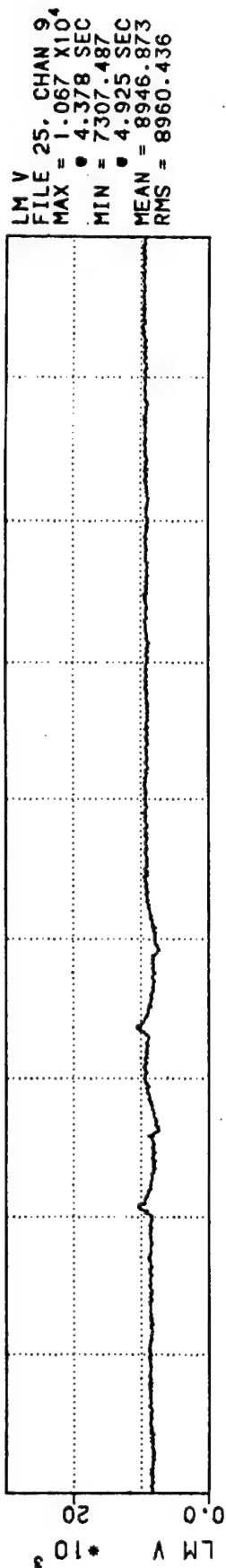
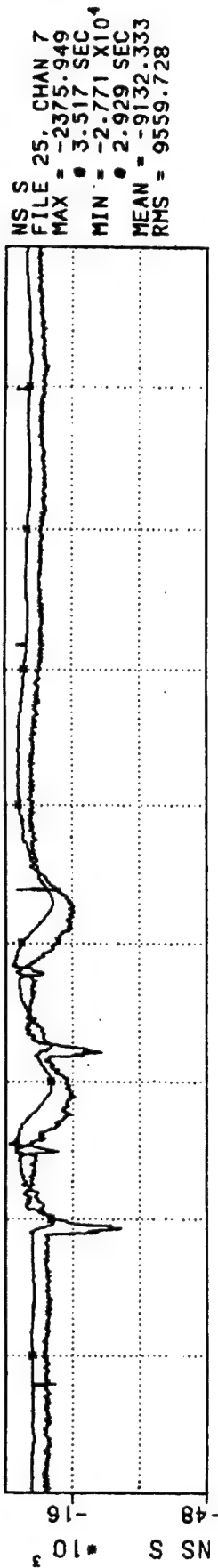
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 44 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

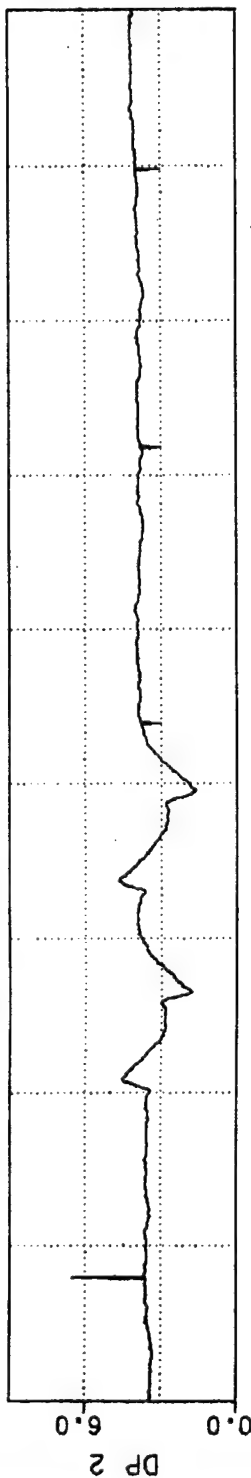
70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



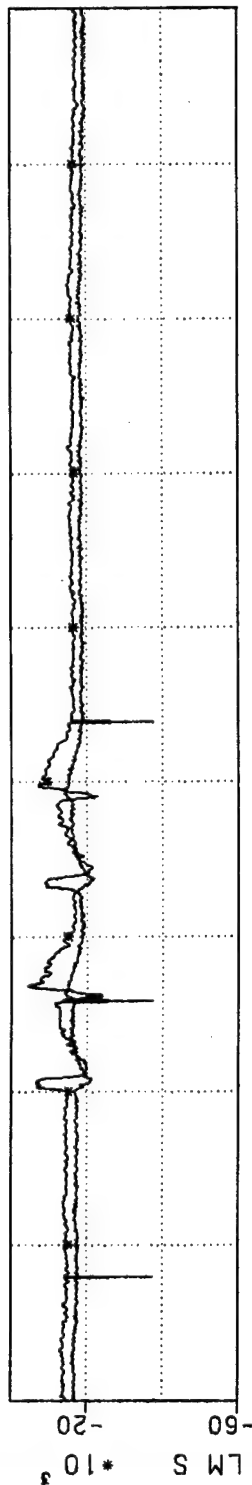
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 44 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

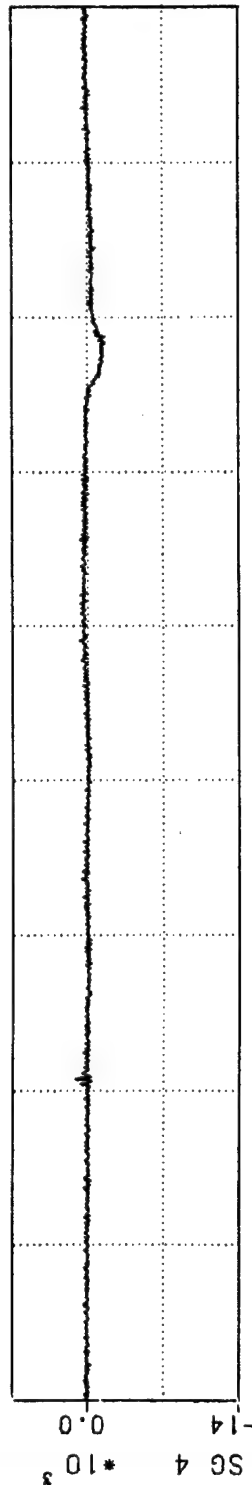
70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



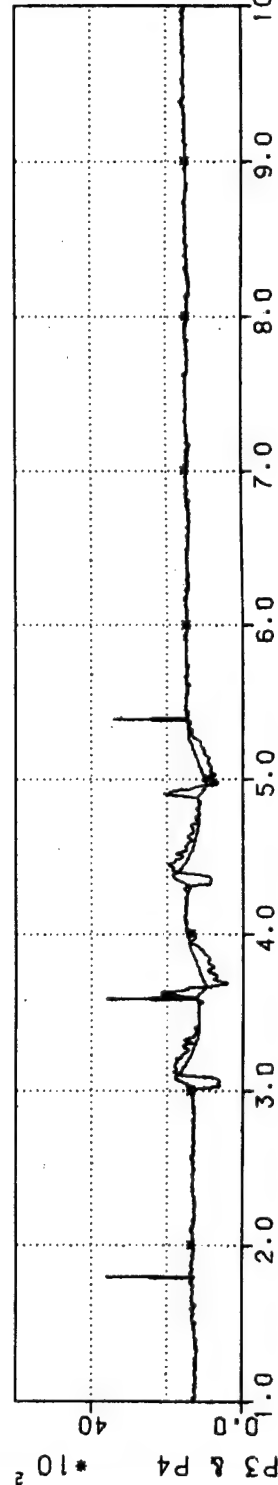
DP 2
FILE 25, CHAN 22
MAX = 6.539
MIN = 1.615
MEAN = 4.956 SEC
RMS = 3.658



LM S
FILE 25, CHAN 9
MAX = -1.406 X10⁴
MIN = -2.191 X10⁴
MEAN = -1.797 X10⁴
RMS = 1.801 X10⁴



SG 4
FILE 25, CHAN 10
MAX = 1152.504
MIN = -1671.211
MEAN = 7.875 SEC
RMS = 333.407

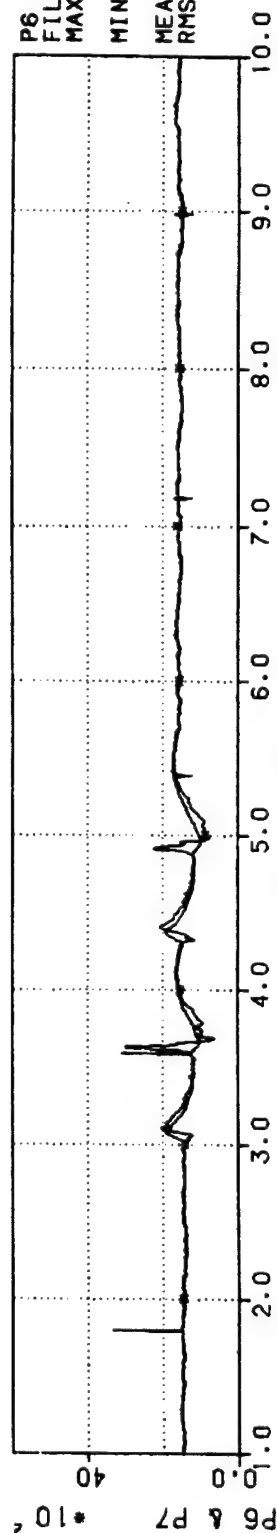
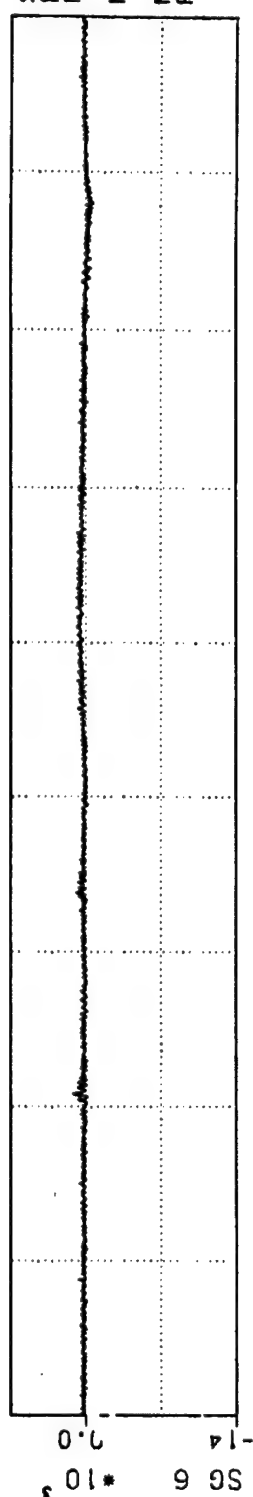
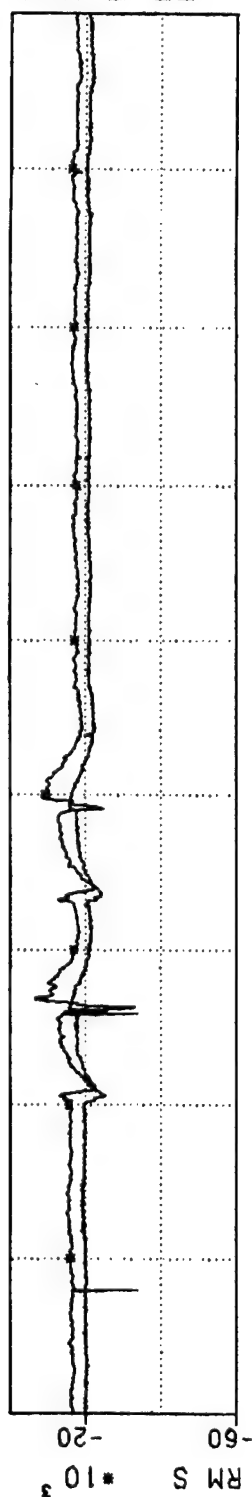
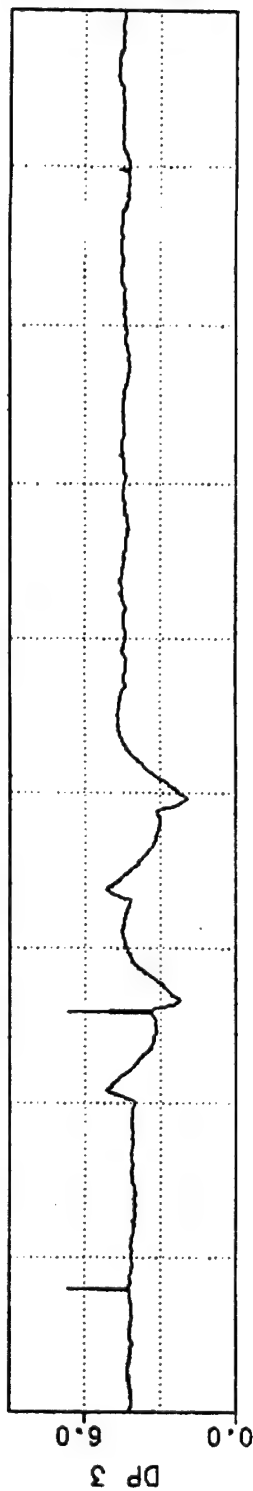


P3 & P4
FILE 25, CHAN 15
MAX = 3584.652
MIN = 961.308
MEAN = 1398.685
RMS = 1407.282

TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 44 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT

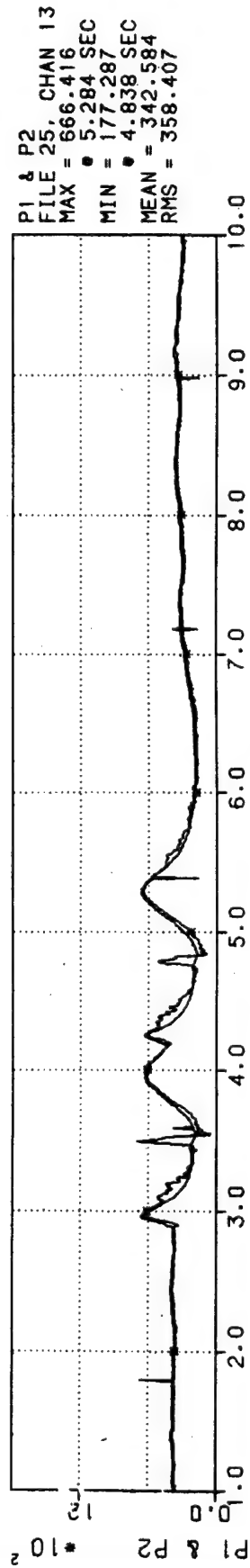
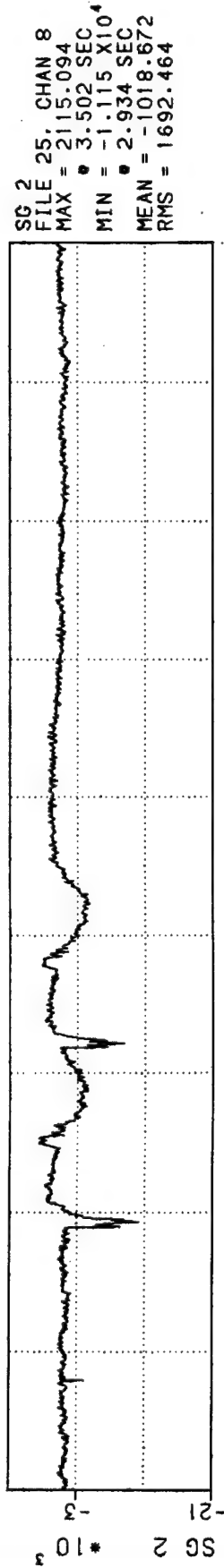
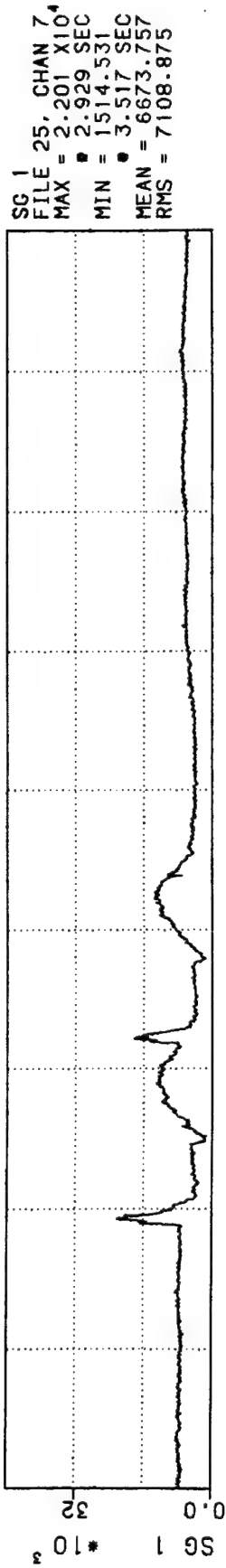
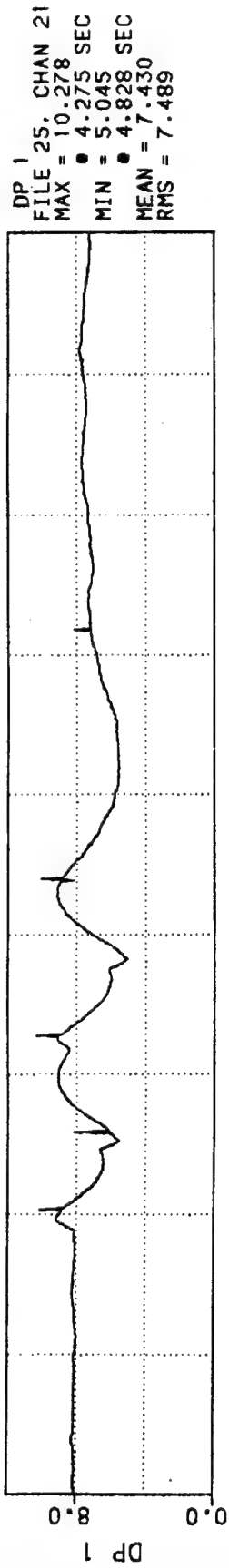


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 44 PAGE NO. 4

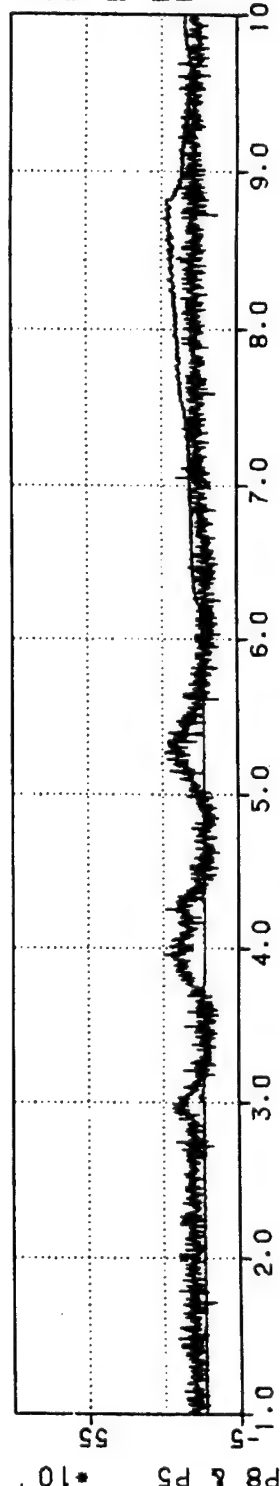
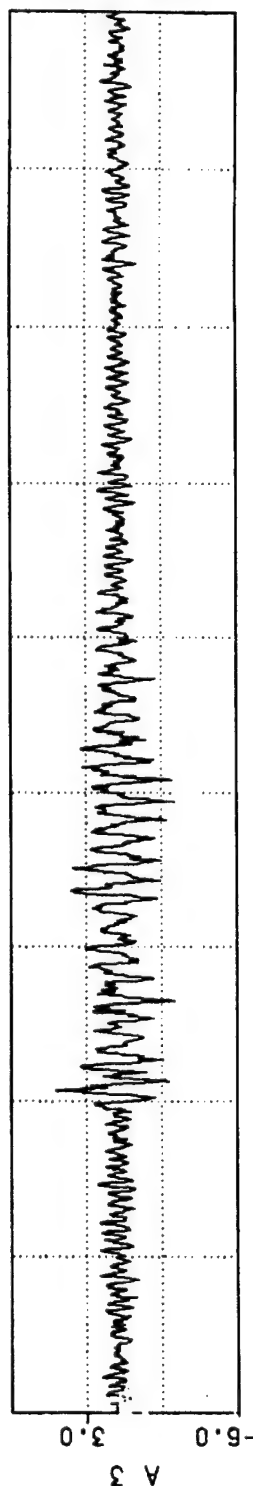
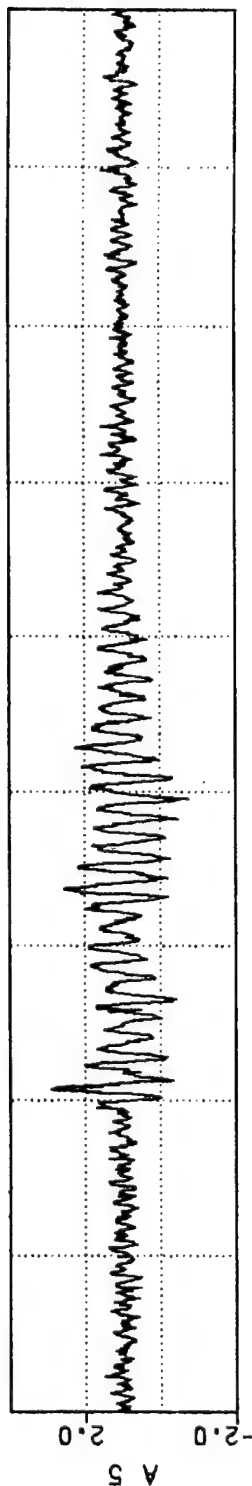
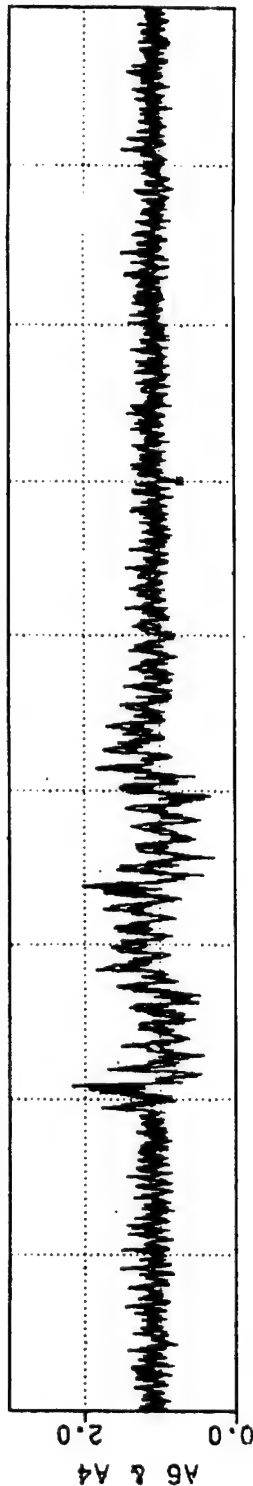
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 44 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

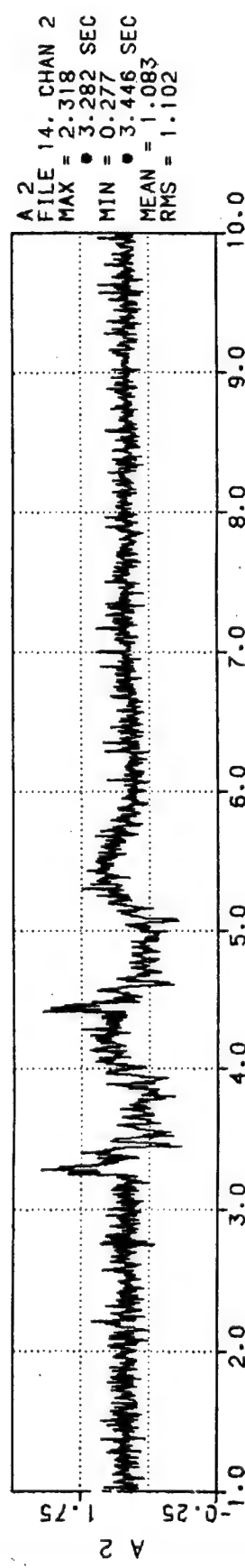
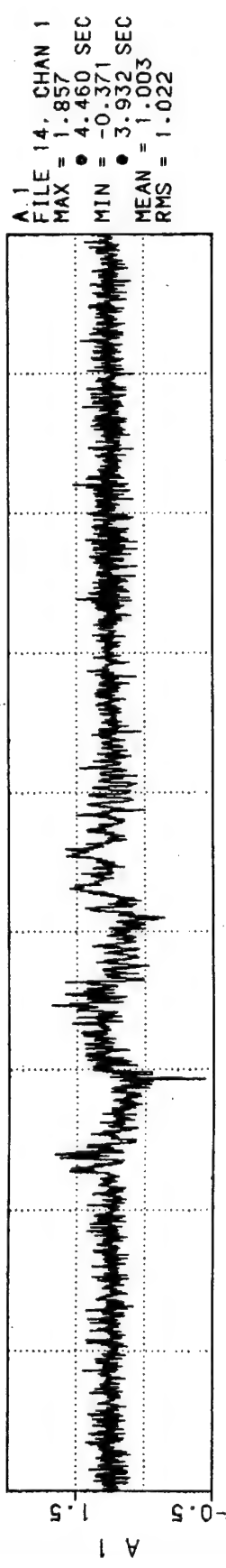
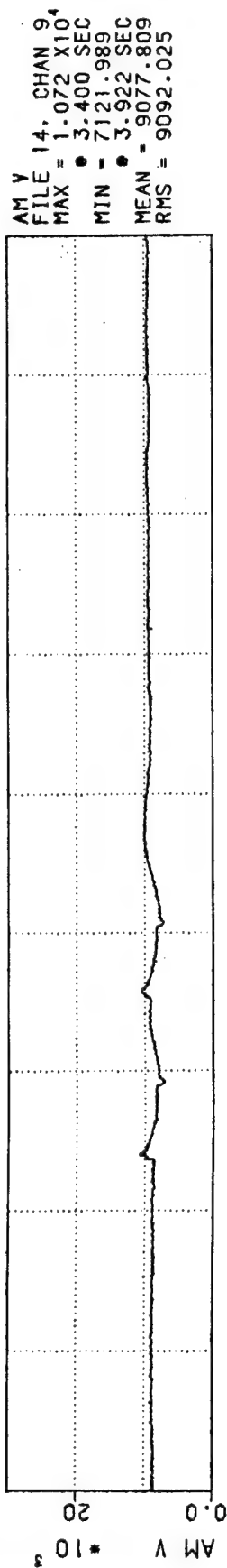
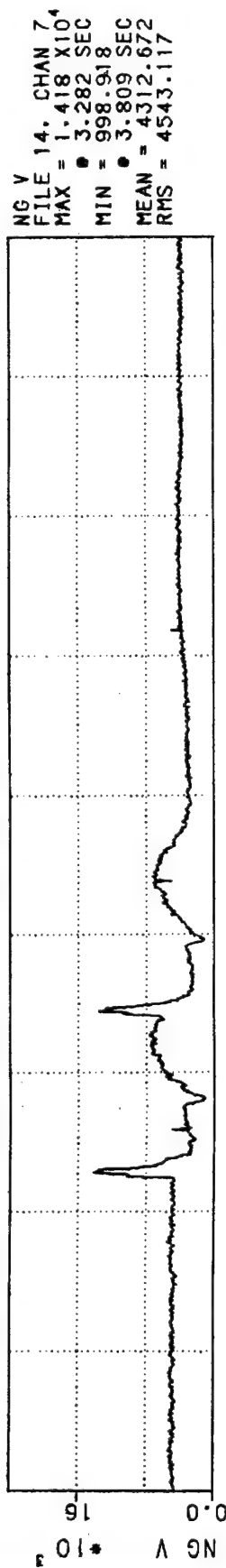
70 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 44 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



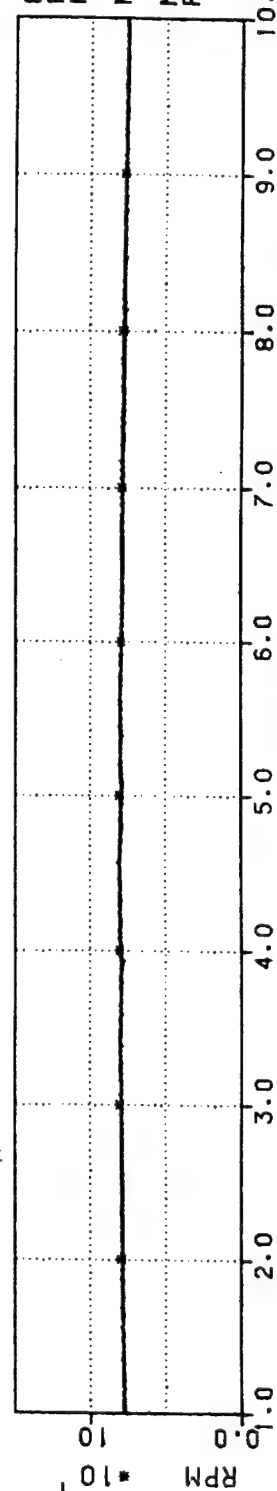
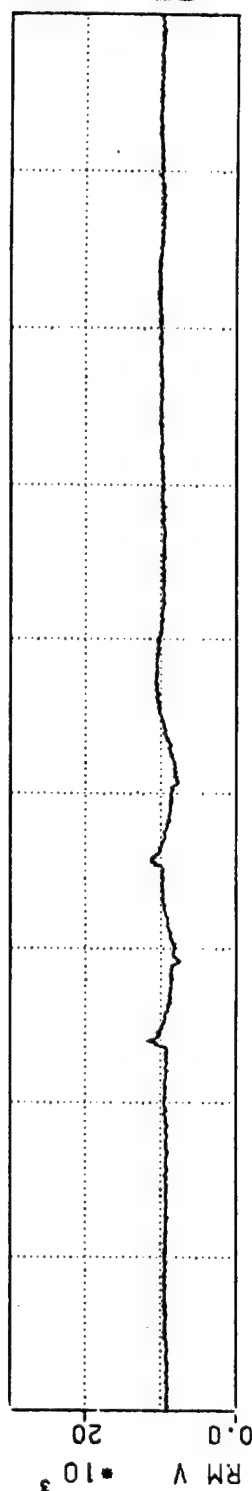
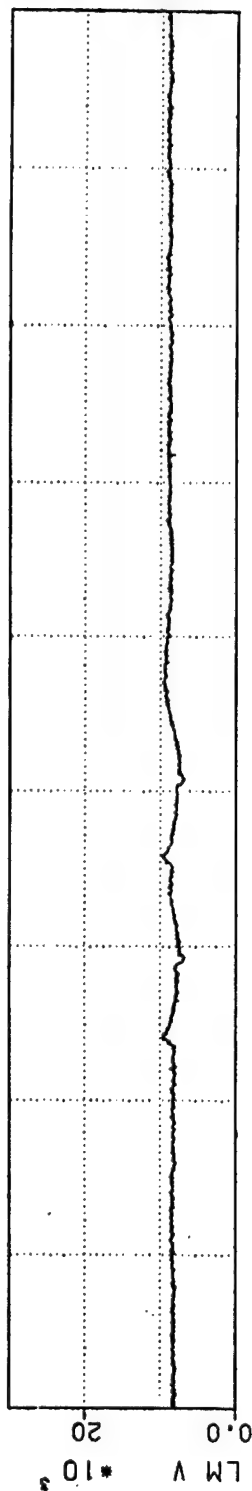
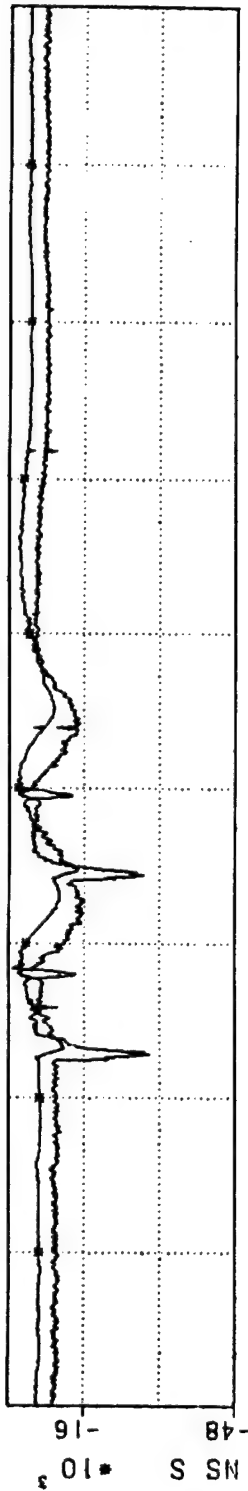
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



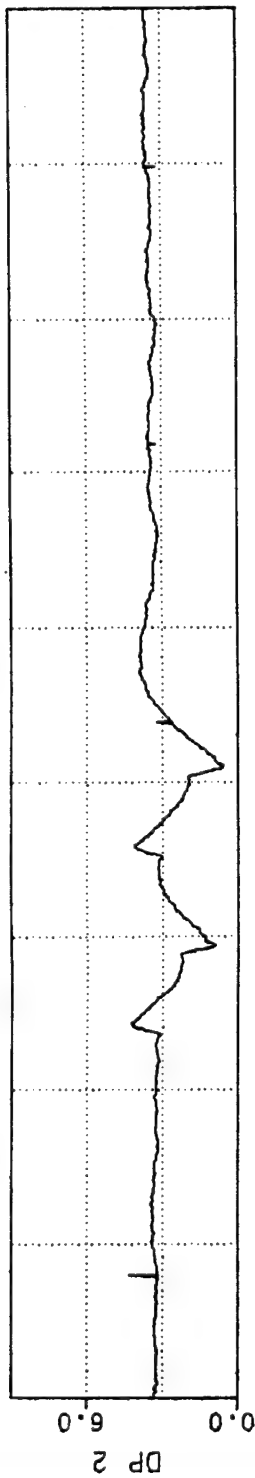
TIME - SECONDS

DELTA T (MSEC) = 5.120

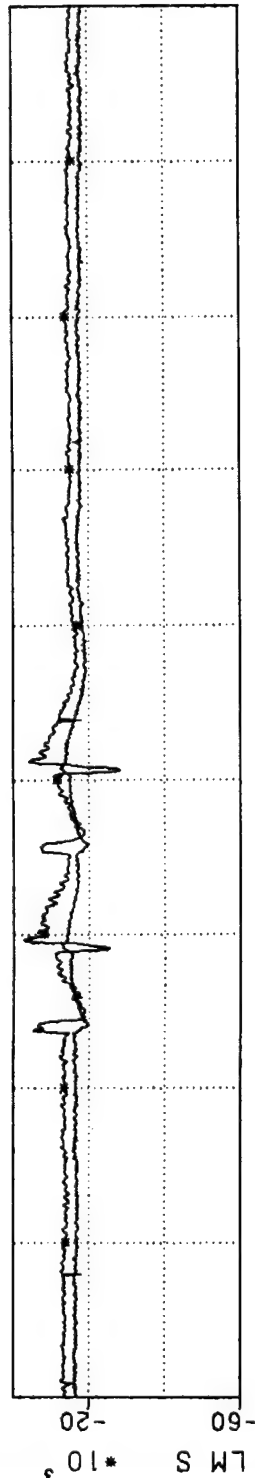
RUN NO. 45 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

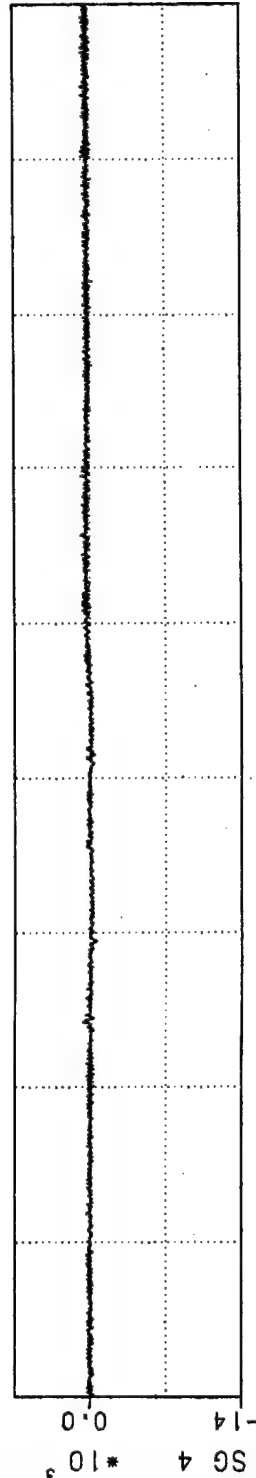
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



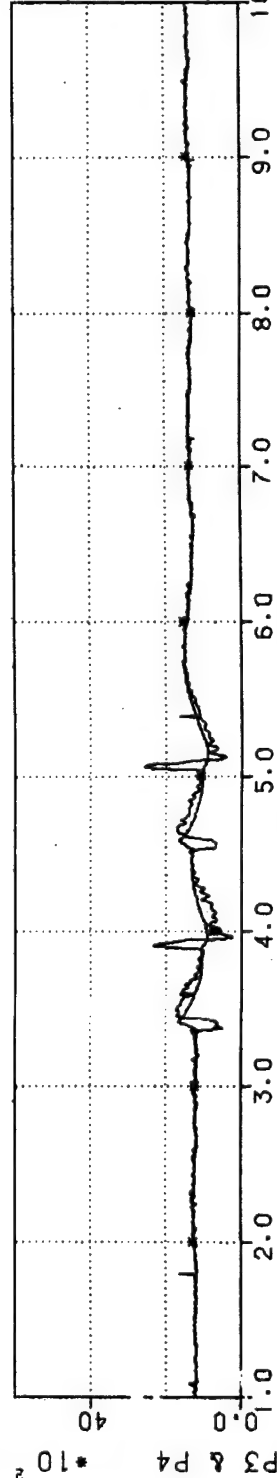
DP 2
FILE 14, CHAN 22
MAX = 4.305
MIN = 1.792 SEC
MEAN = 0.572 SEC
RMS = 5.105 SEC
RMS = 3.214
RMS = 3.265



LM S
FILE 14, CHAN 9
MAX = -1.258×10^4
MIN = -5.074×10^4
MEAN = -1.973×10^4
RMS = 4.588×10^4
RMS = -1.701×10^4
RMS = 1.705×10^4



SG 4
FILE 14, CHAN 10
MAX = 793.121
MIN = 6.943 SEC
MEAN = 618.738
RMS = 3.942 SEC
RMS = 119.462
RMS = 248.791



P3 & P4
FILE 14, CHAN 15
MAX = 1664.775
MIN = 3.420 SEC
MEAN = 879.481
RMS = 5.156 SEC
RMS = 1279.919
RMS = 1286.511

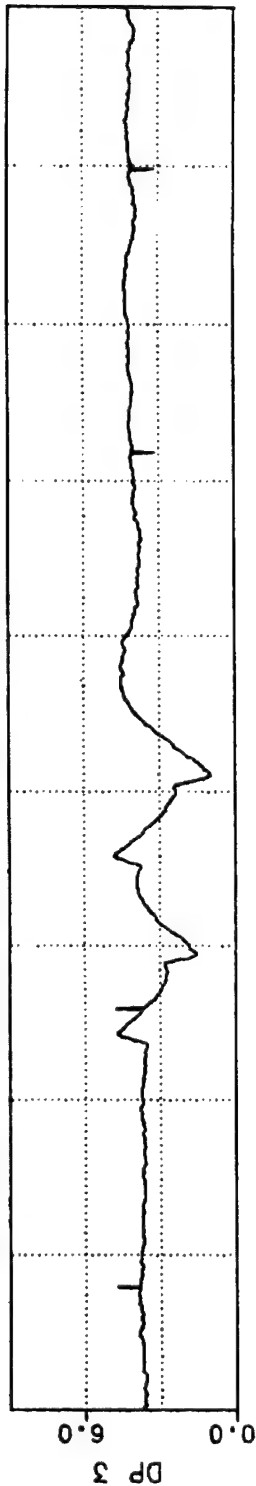
TIME - SECONDS

DELTA T (MSEC) = 5.120

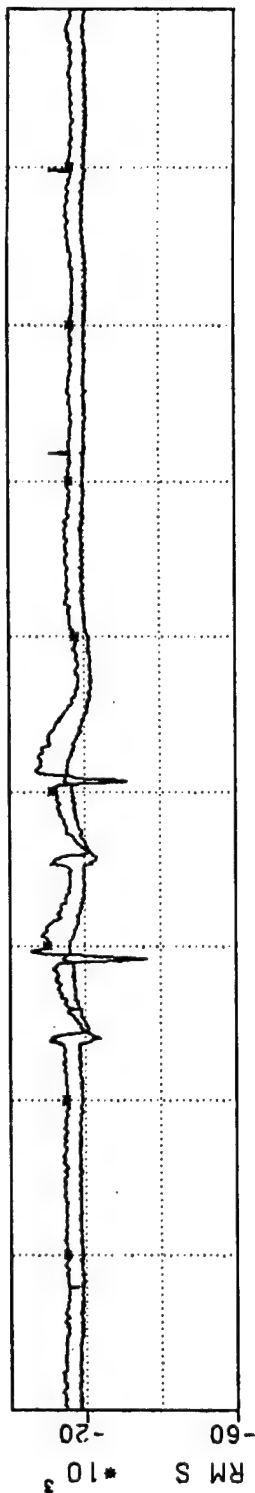
RUN NO. 45 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

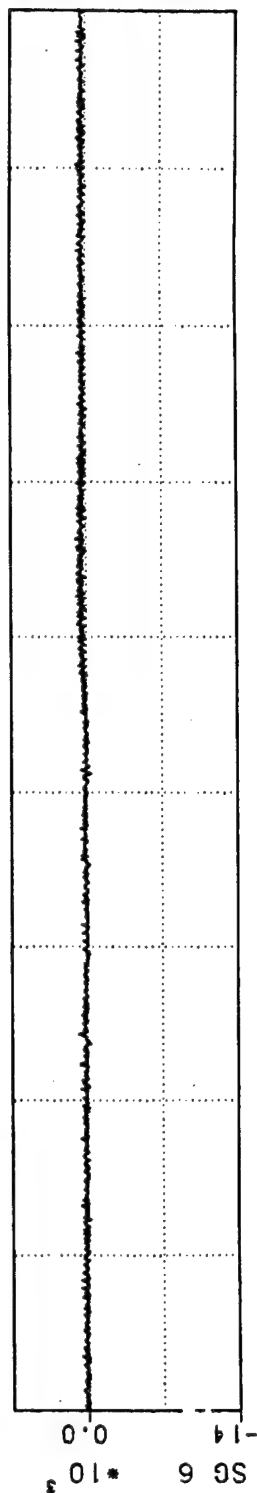
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



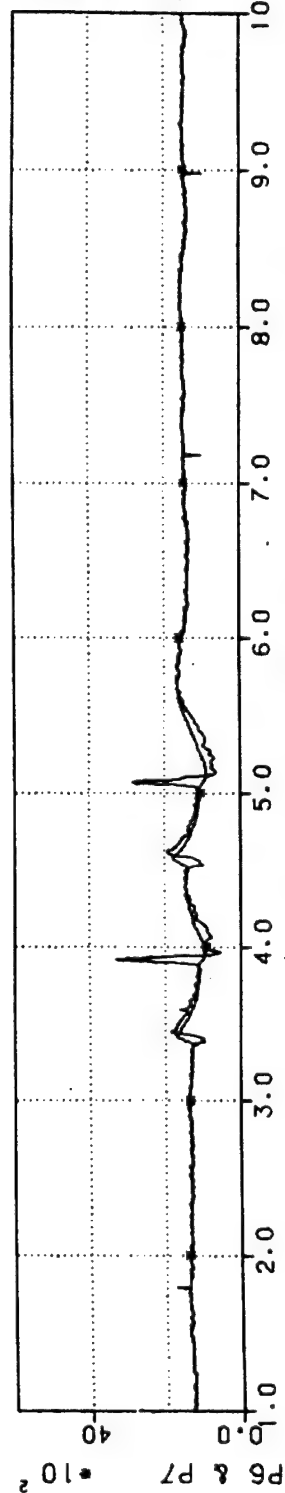
DP 3
FILE 14, CHAN 23
MAX = 4.814
MIN = 0.978
MEAN = 3.765
RMS = 3.815



RM S
FILE 14, CHAN 11
MAX = -1.406 X10⁴
MIN = -2.404 X10⁴
MEAN = -1.934 X10⁴
RMS = 1.938 X10⁴



SG 6
FILE 14, CHAN 12
MAX = 951.180
MIN = -432.129
MEAN = 259.870
RMS = 341.705



P6 & P7
FILE 14, CHAN 18
MAX = 1794.905
MIN = 900.155
MEAN = 1384.083
RMS = 1392.124

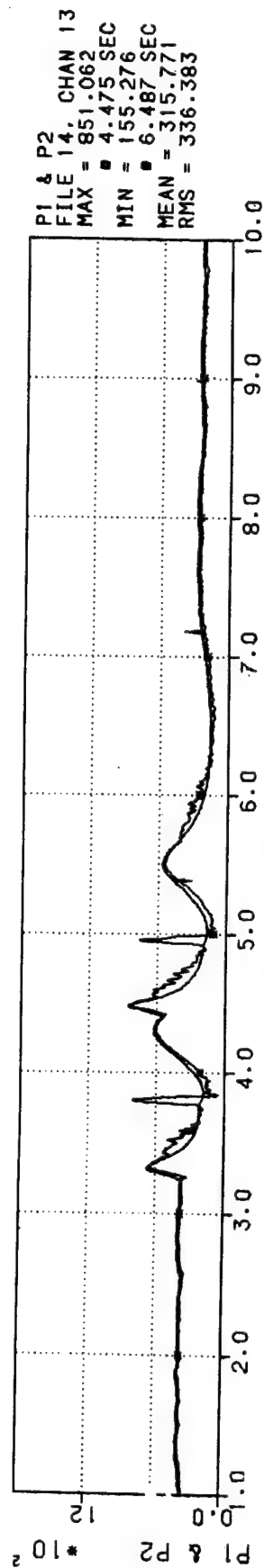
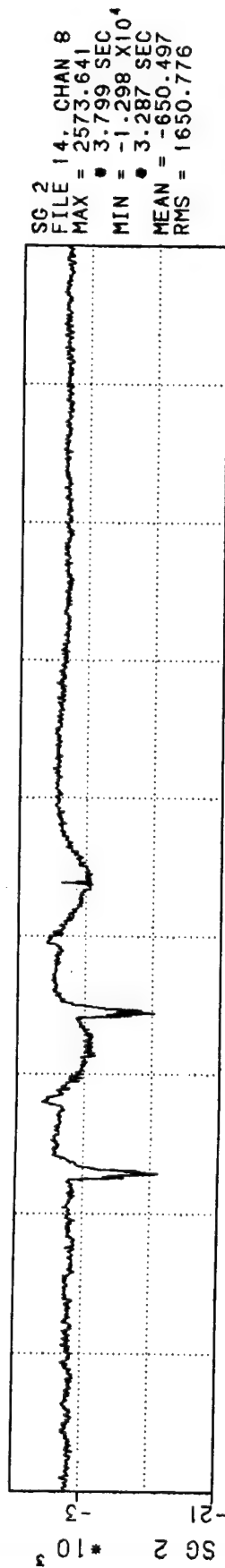
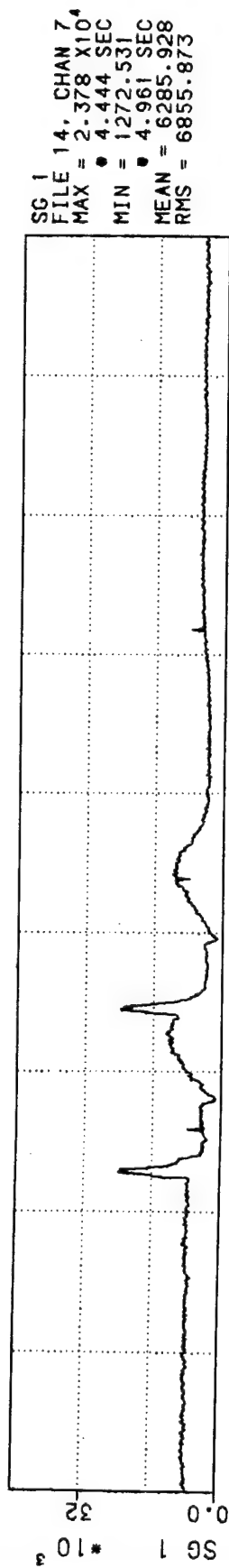
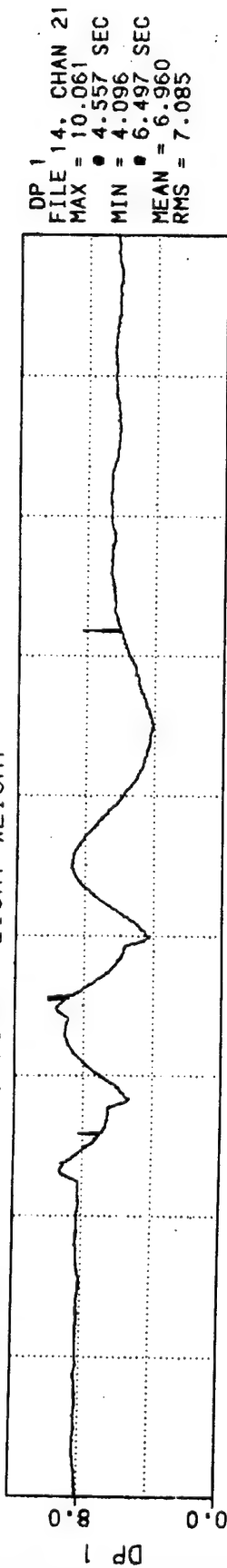
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



TIME - SECONDS

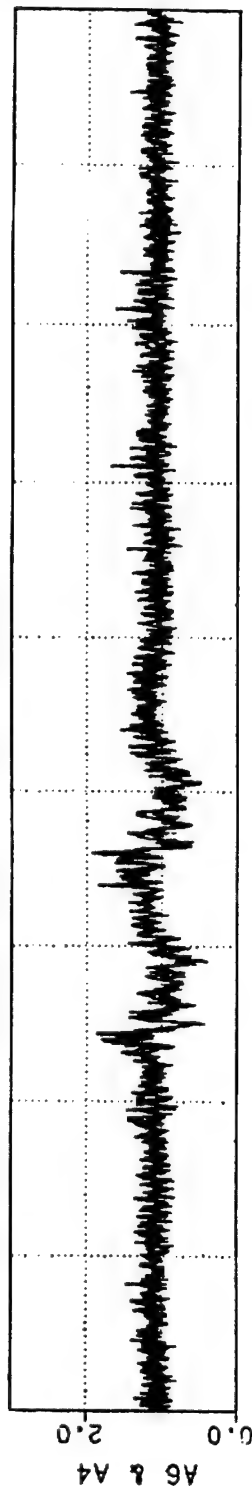
DELTA T (MSEC) = 5.120

RUN NO. 45

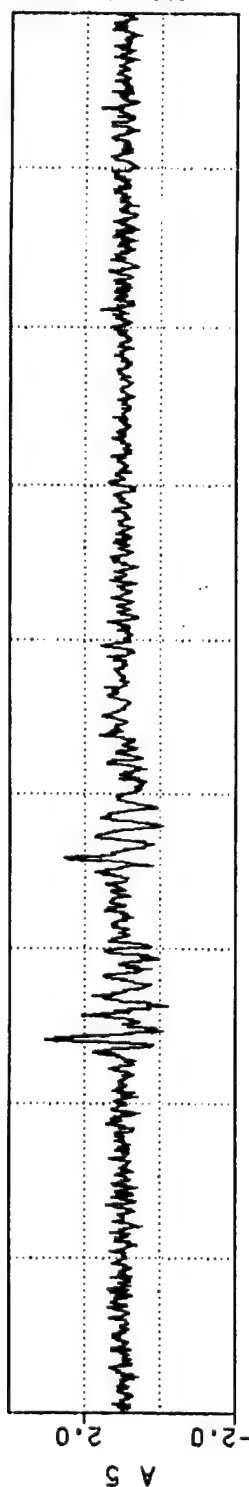
PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

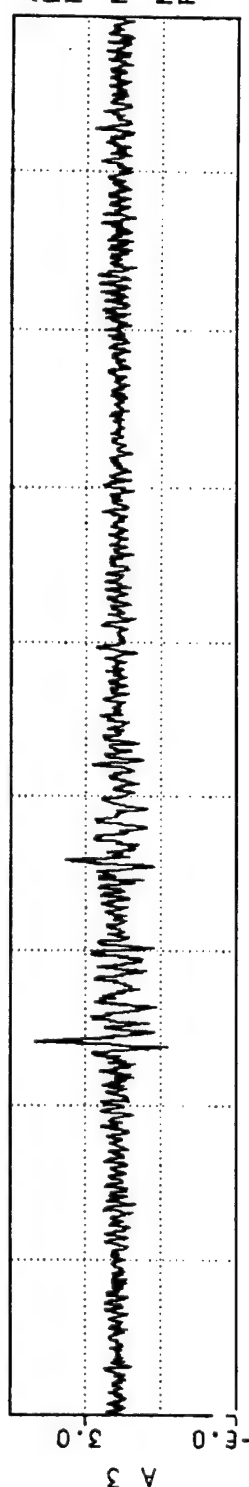
80 KNOTS : DOUBLE BUMP : LIGHT WEIGHT



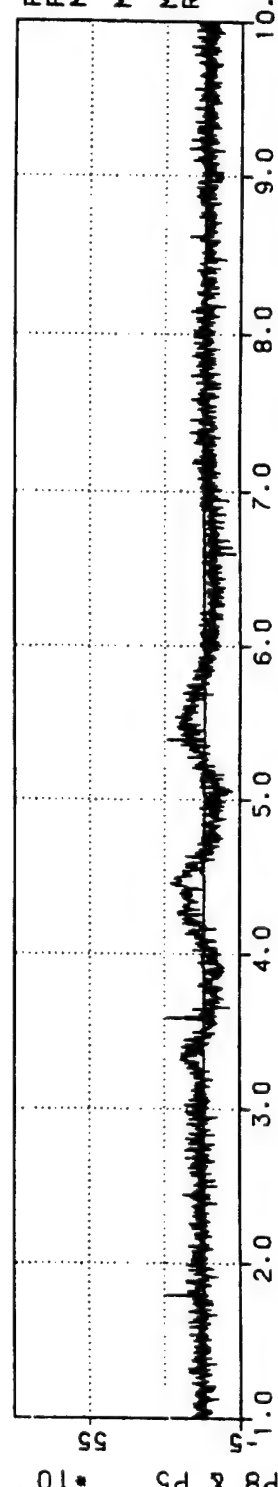
A6 & A4
FILE 14, CHAN 6
MAX = 1.760
MIN = 0.402
MEAN = 1.036
RMS = 1.047



A 5
FILE 14, CHAN 5
MAX = 3.043
MIN = -0.240
MEAN = 0.973
RMS = 1.010



A 3
FILE 14, CHAN 3
MAX = 6.040
MIN = -1.979
MEAN = 1.093
RMS = 1.237



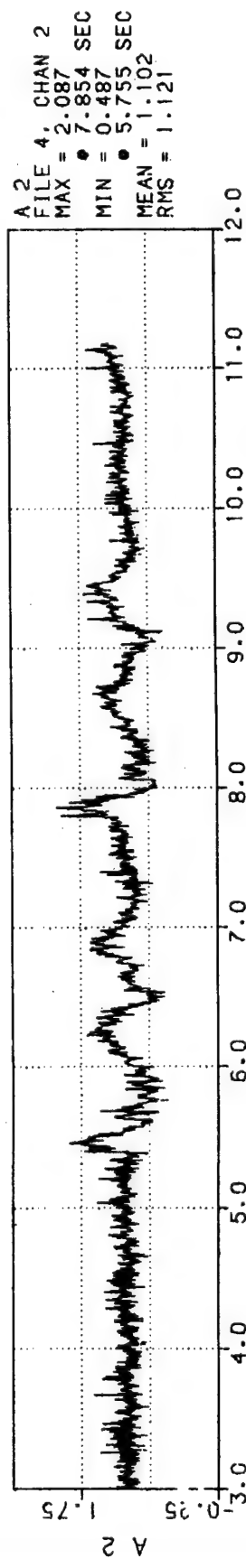
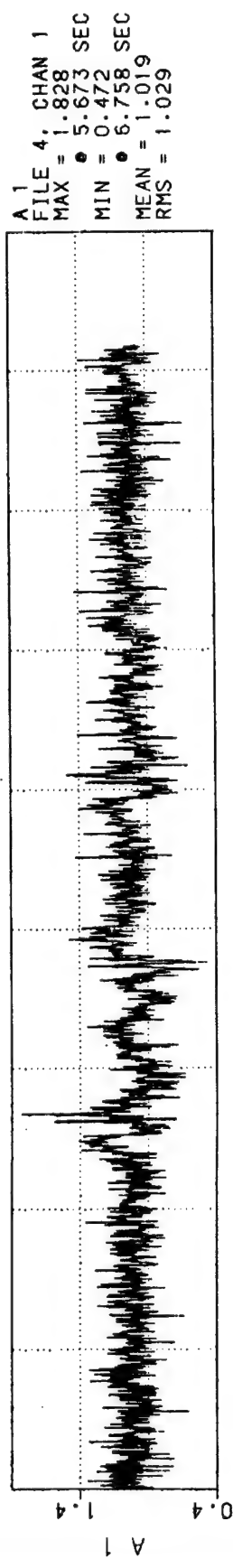
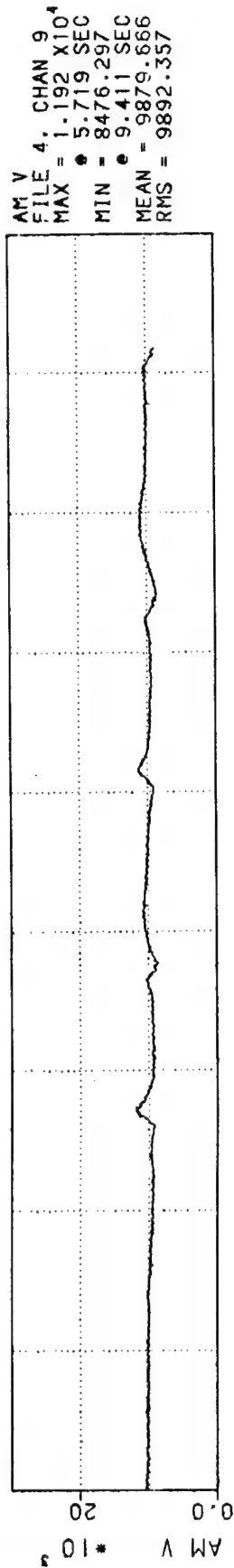
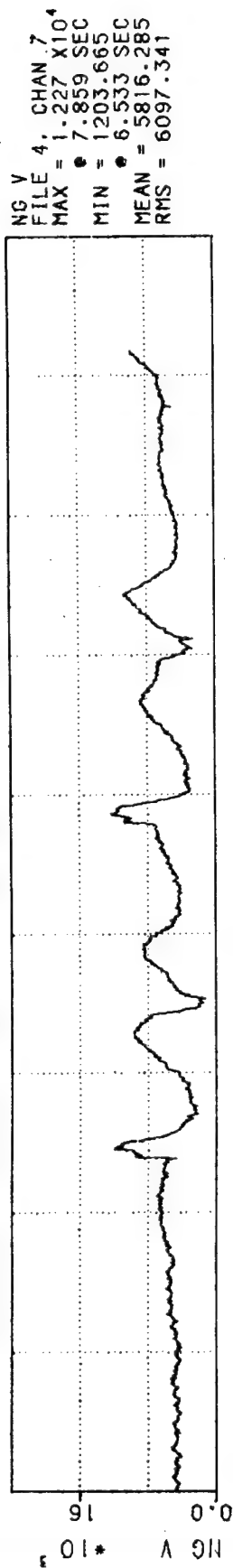
PB & P5
FILE 14, CHAN 20
MAX = 241.472
MIN = 86.561
MEAN = 93.525
RMS = 93.760

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 45 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



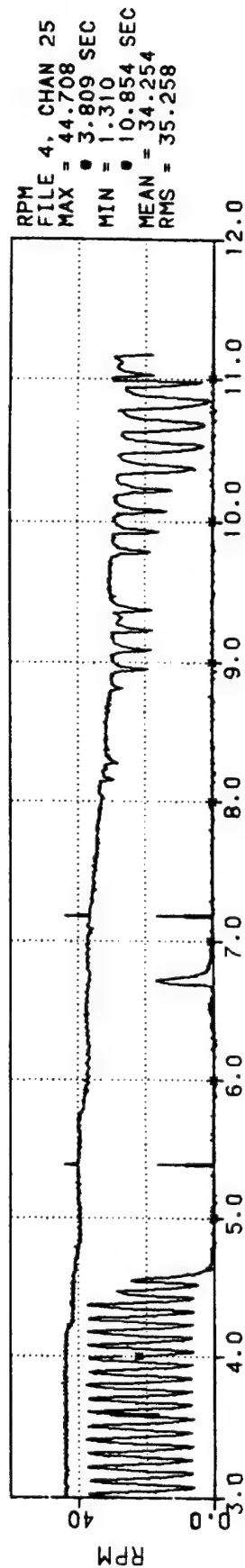
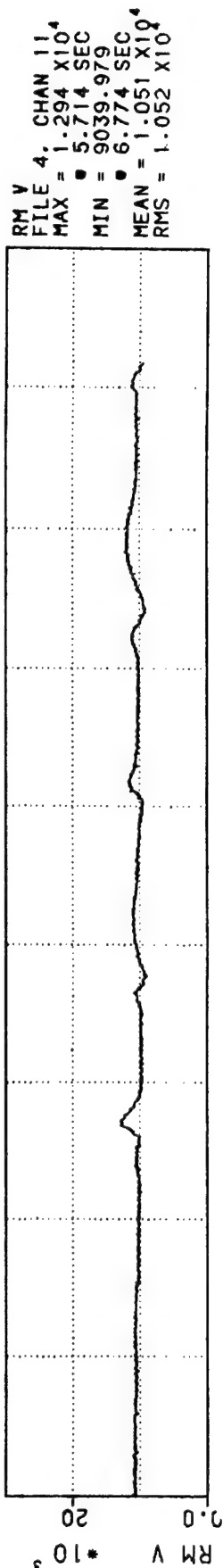
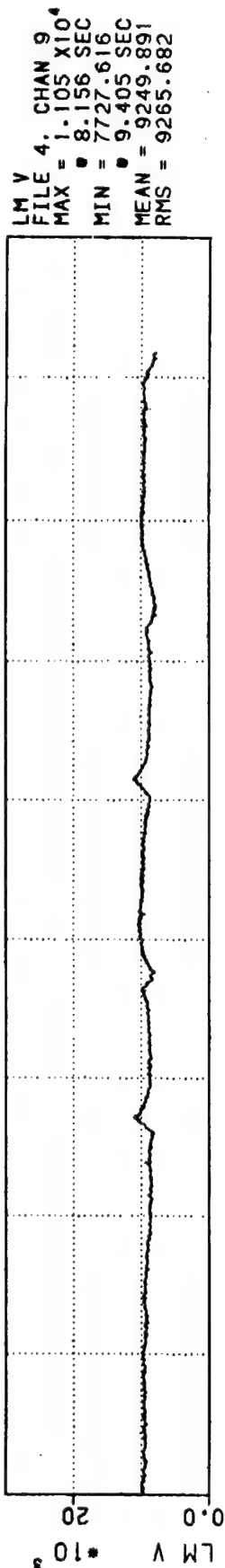
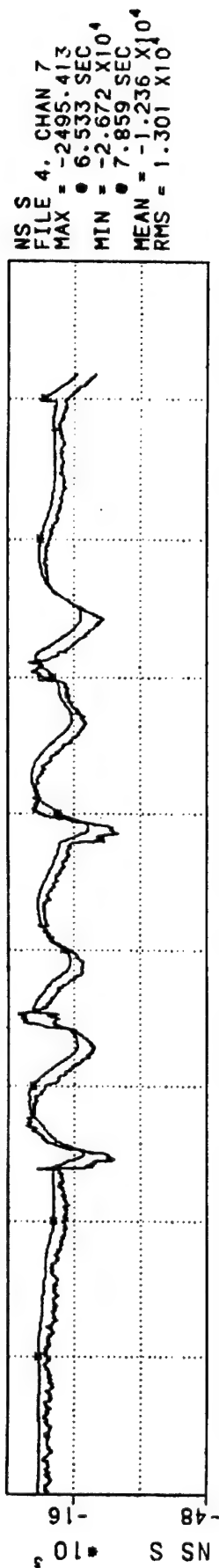
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 46 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

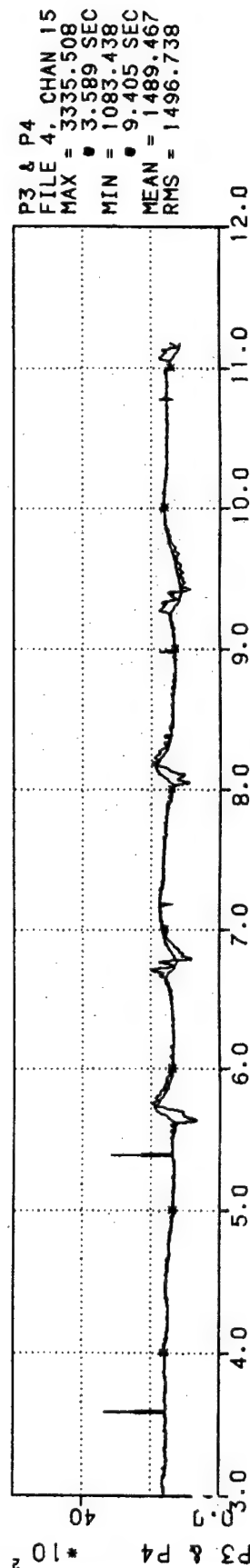
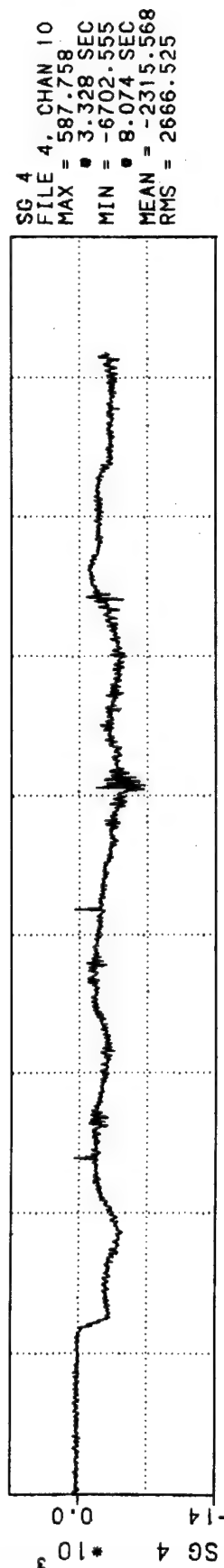
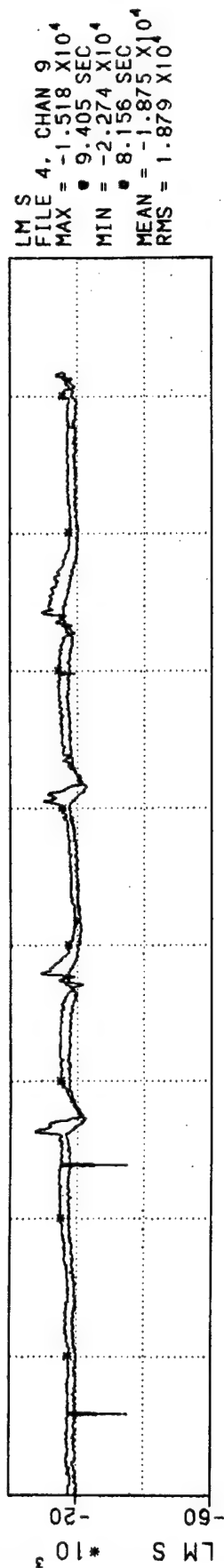
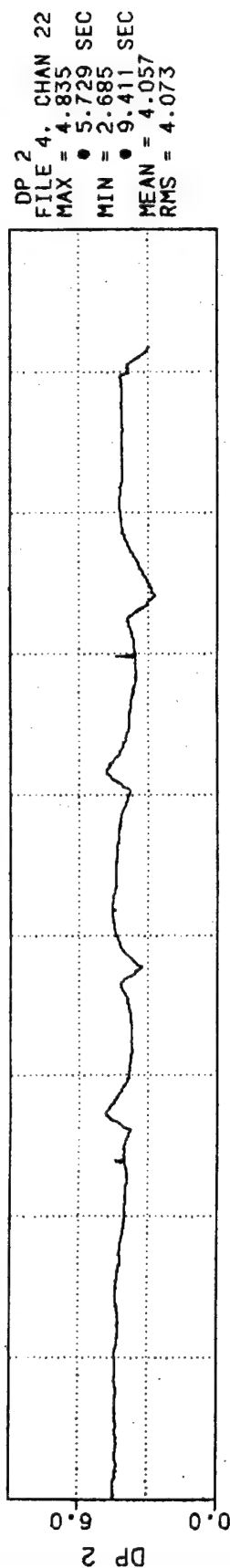
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 46 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



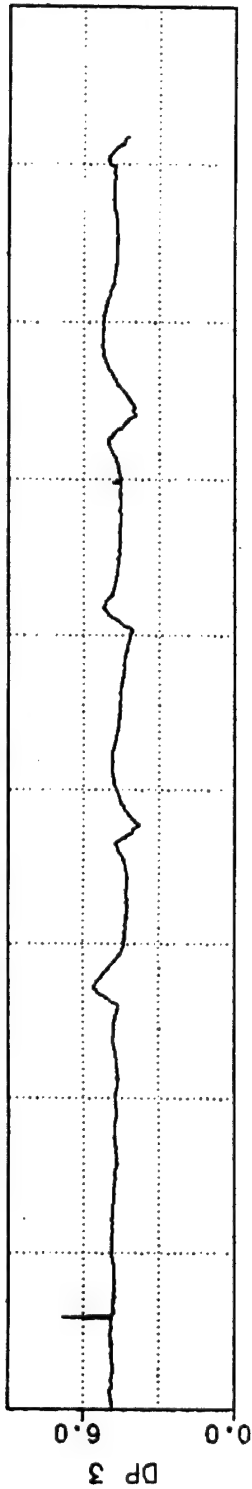
TIME - SECONDS

DELTA T (MSEC) = 5.120

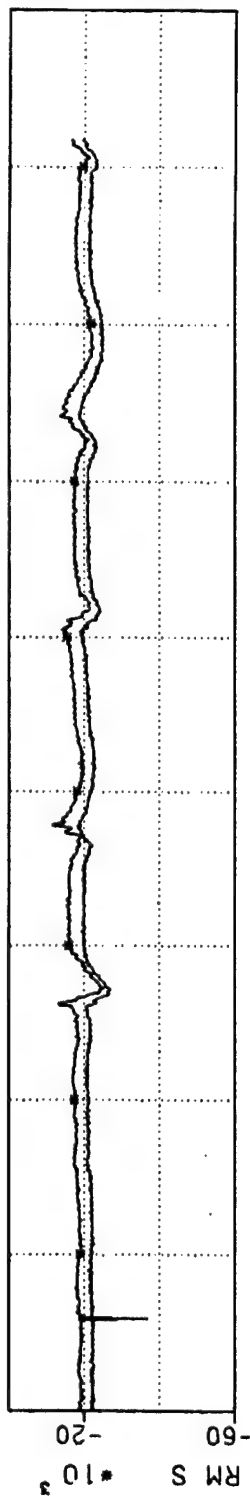
RUN NO. 46 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

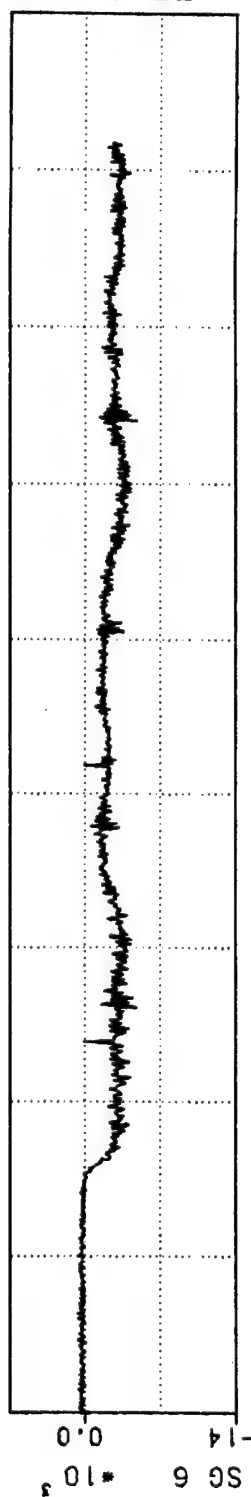
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



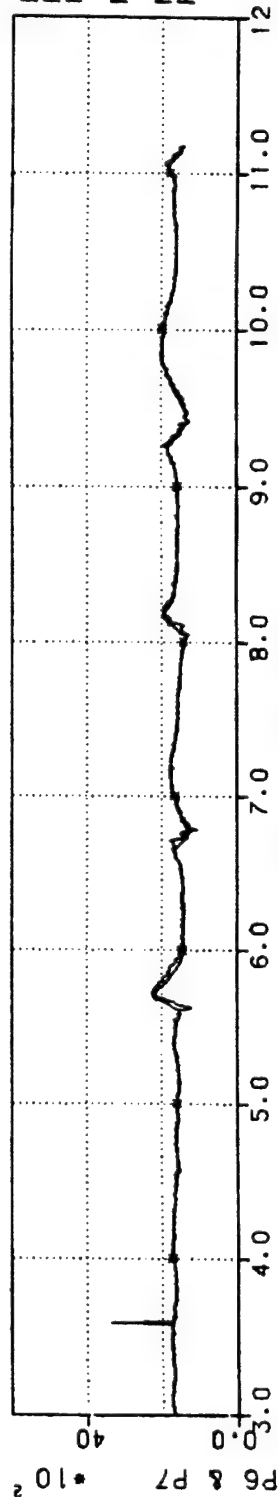
DP 3
FILE 4, CHAN 23
MAX = 6.813
MIN = 3.589 SEC
MEAN = 3.765
RMS = 6.774 SEC
RMS = 4.701



RM S
FILE 4, CHAN 11
MAX = -1.820 X10⁴
MIN = -2.774 SEC
MEAN = -2.707 X10⁴
RMS = 5.714 SEC
RMS = -2.160 X10⁴
RMS = 2.164 X10⁴



SG 6
FILE 4, CHAN 12
MAX = 674.520
MIN = 3.630 SEC
MEAN = -4808.418
RMS = 9.411 SEC
RMS = -2074.818
RMS = 2455.476

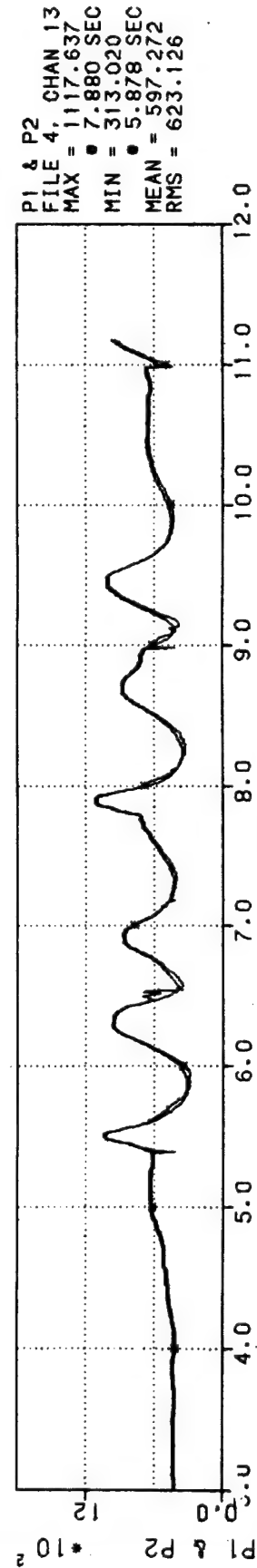
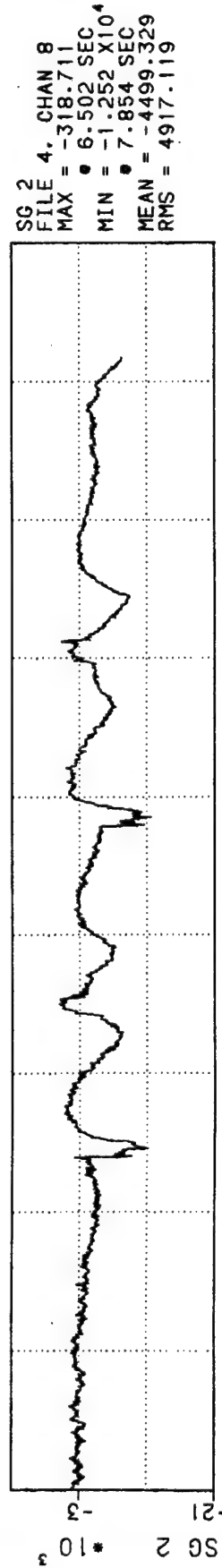
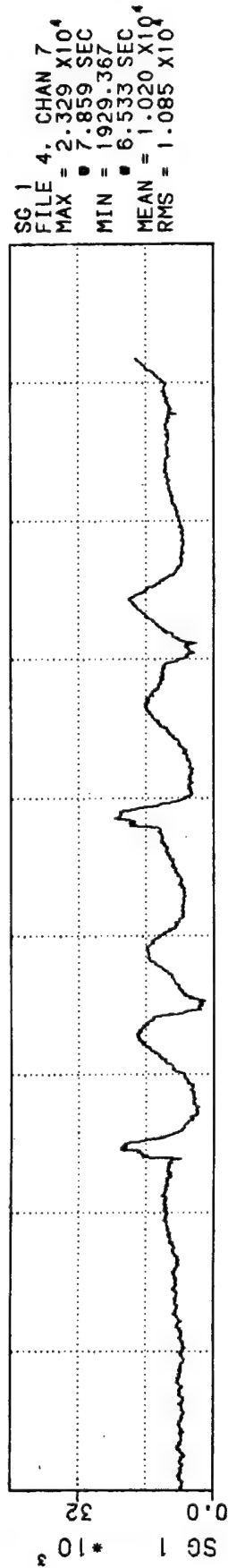
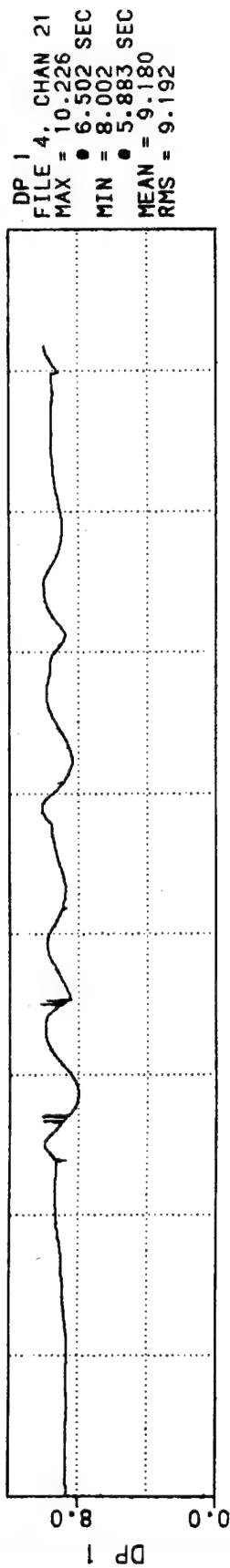


P6 & P7
FILE 4, CHAN 18
MAX = 2242.281
MIN = 5.719 SEC
MEAN = 1263.419
RMS = 6.774 SEC
RMS = 1636.643
RMS = 1642.917

DELTA T (MSEC) = 5.120
RUN NO. 46 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



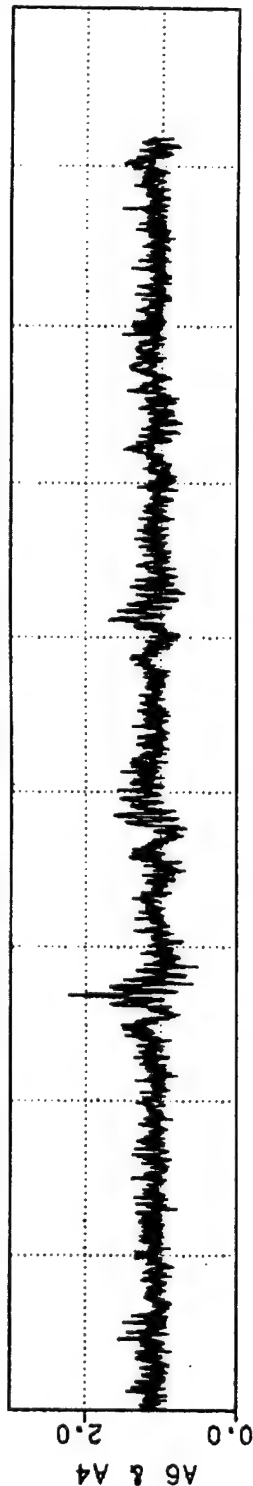
TIME - SECONDS

DELTA T (MSEC) = 5.120

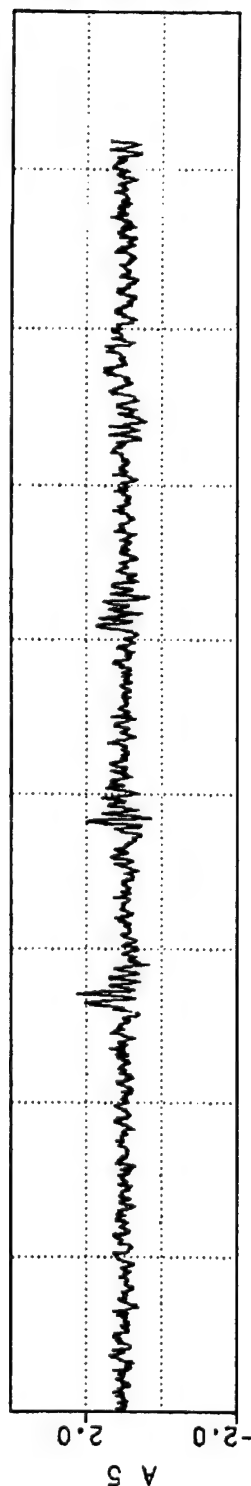
RUN NO. 46 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

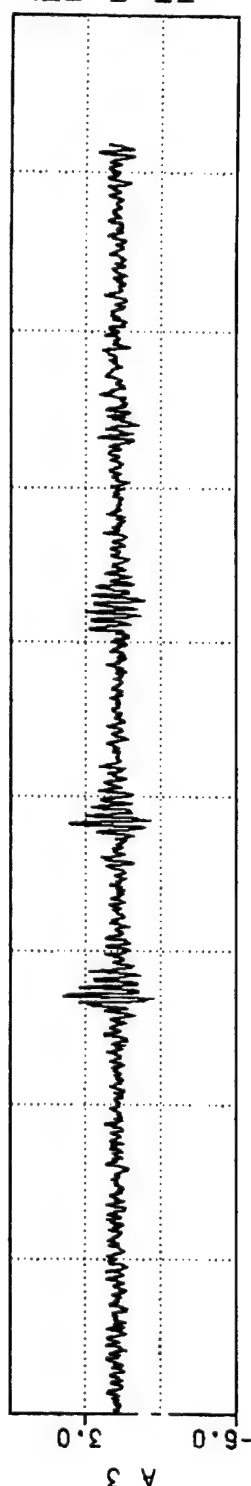
40 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



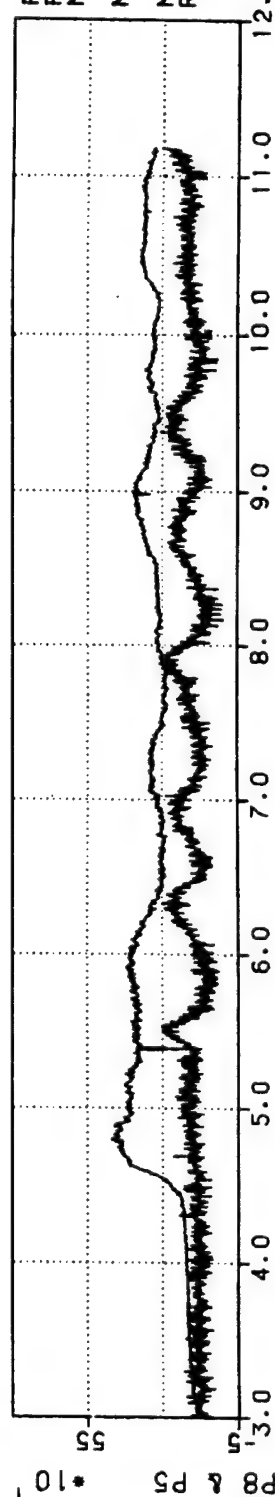
A6 & A4
FILE 4, CHAN 6
MAX = 1.756
MIN = 0.521
MEAN = 1.045
RMS = 1.053



A 5
FILE 4, CHAN 5
MAX = 2.257
MIN = 0.282
MEAN = 0.986
RMS = 1.006



A 3
FILE 4, CHAN 3
MAX = 4.271
MIN = -1.077
MEAN = 1.098
RMS = 1.202



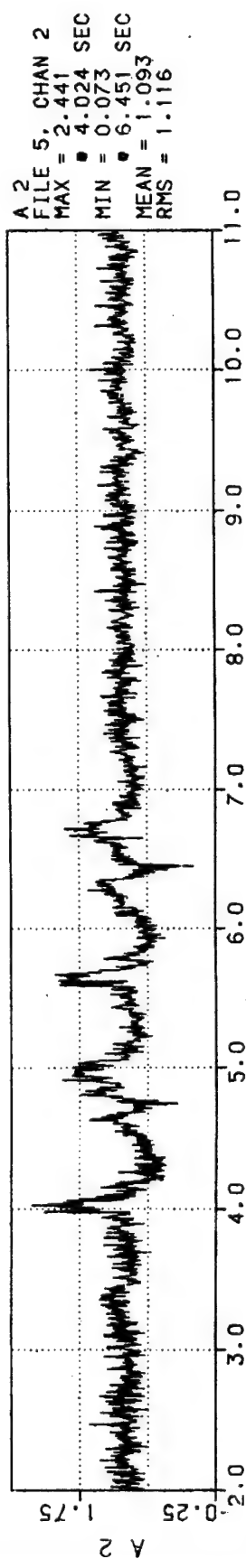
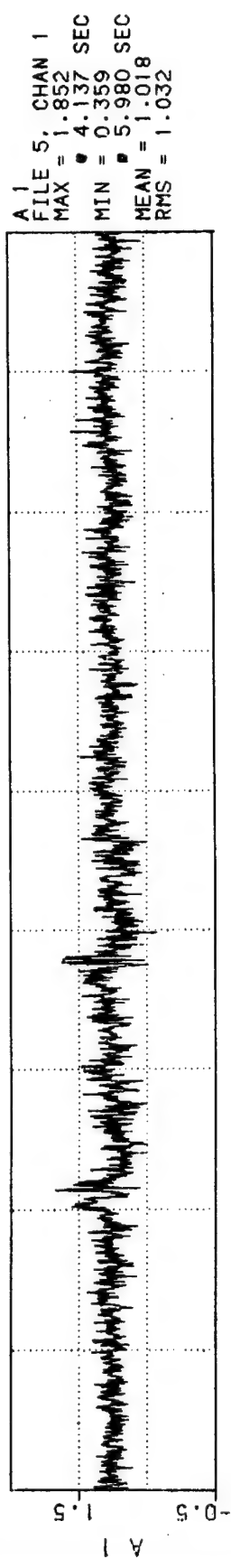
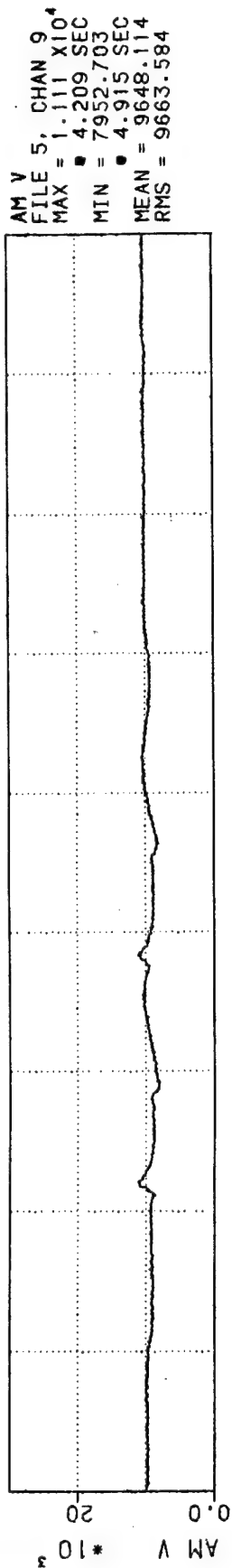
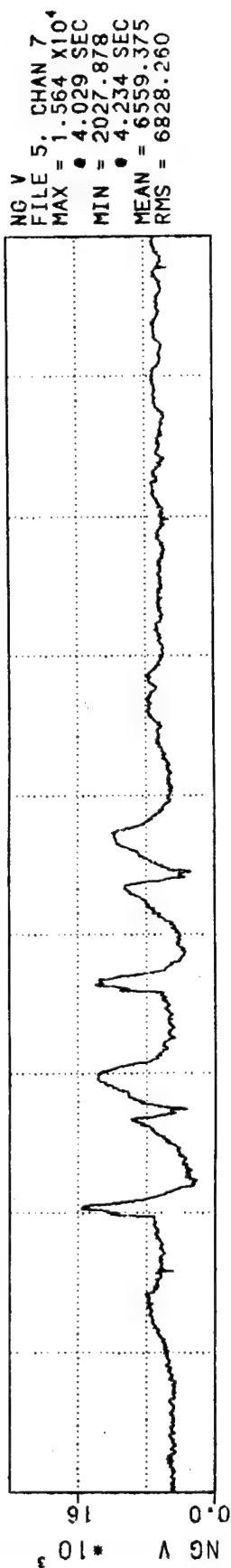
P8 & P5
FILE 4, CHAN 20
MAX = 451.272
MIN = 99.979
MEAN = 278.201
RMS = 288.135

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 46 PAGE NO. 6

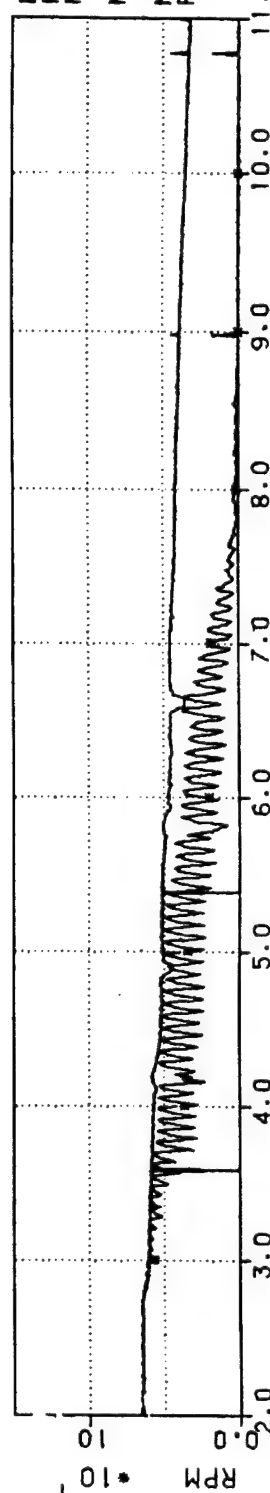
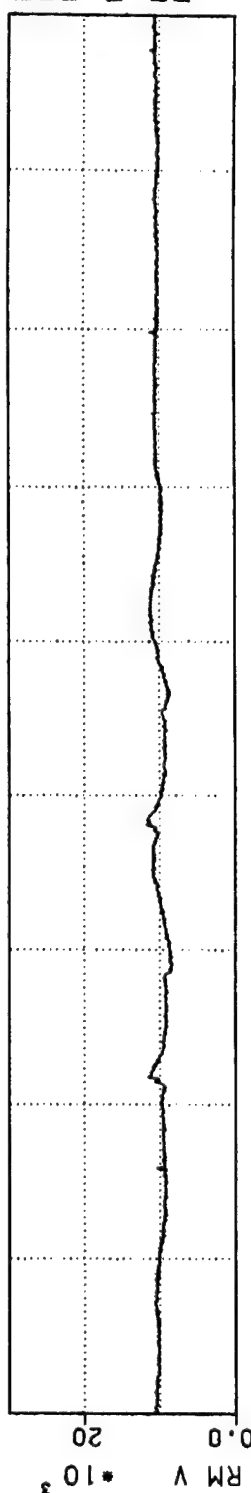
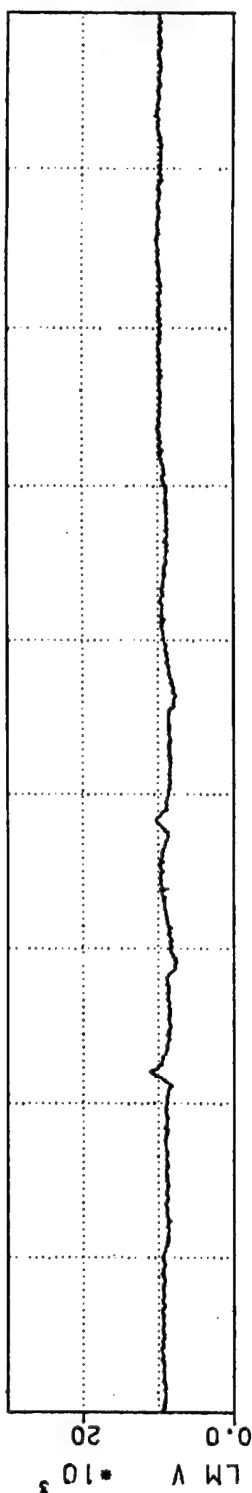
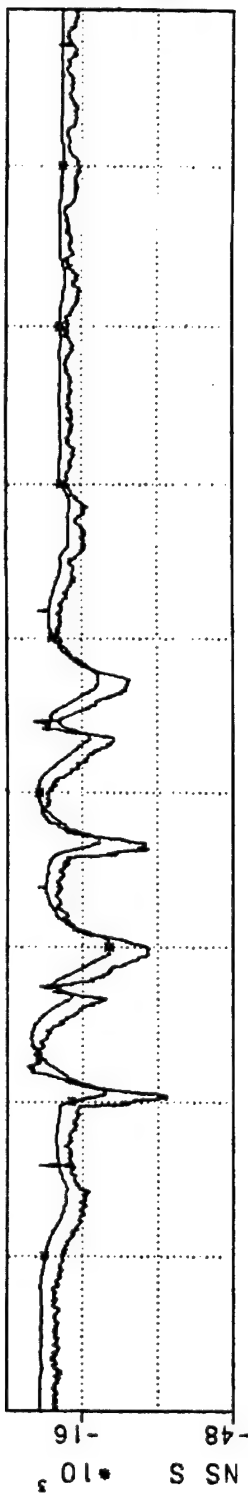
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 47 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

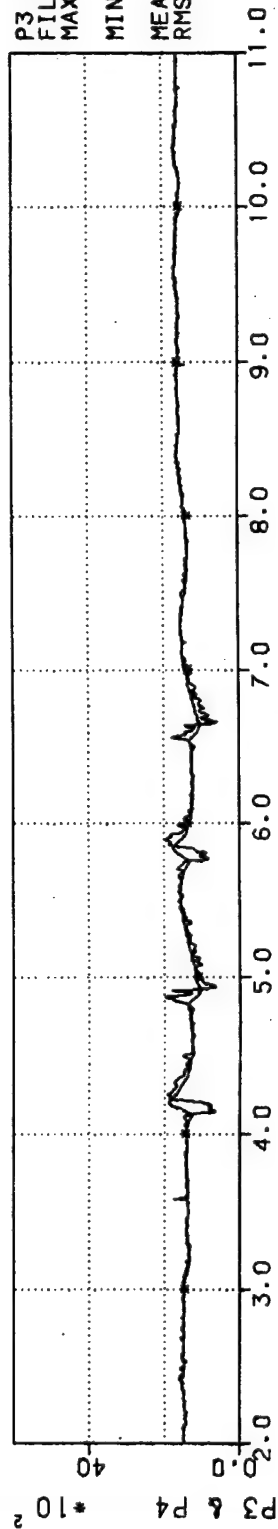
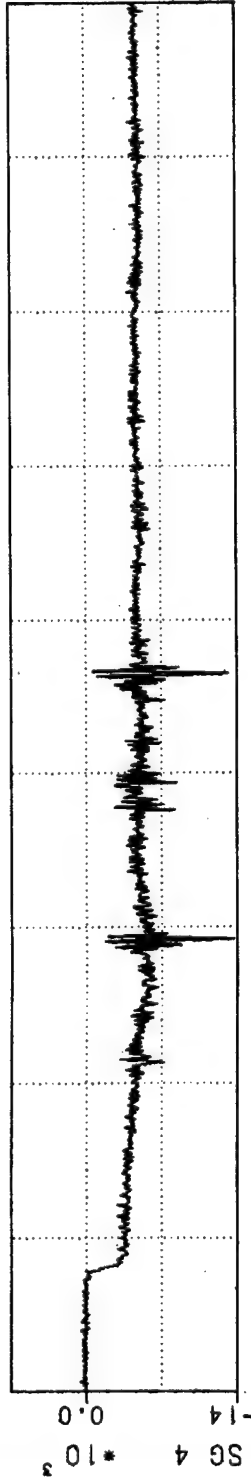
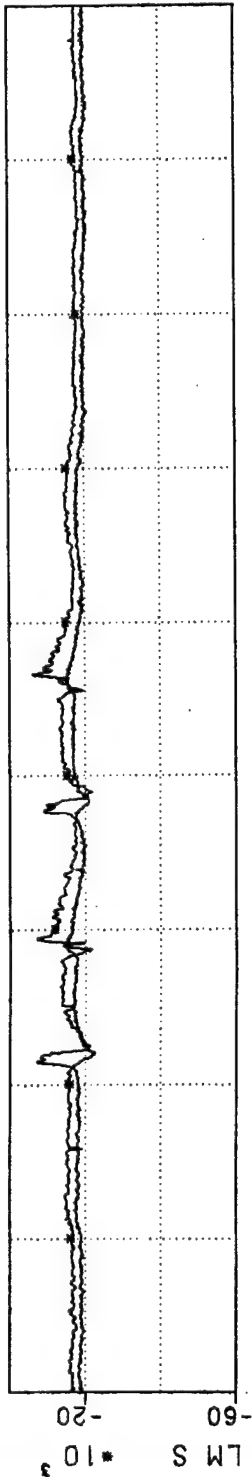
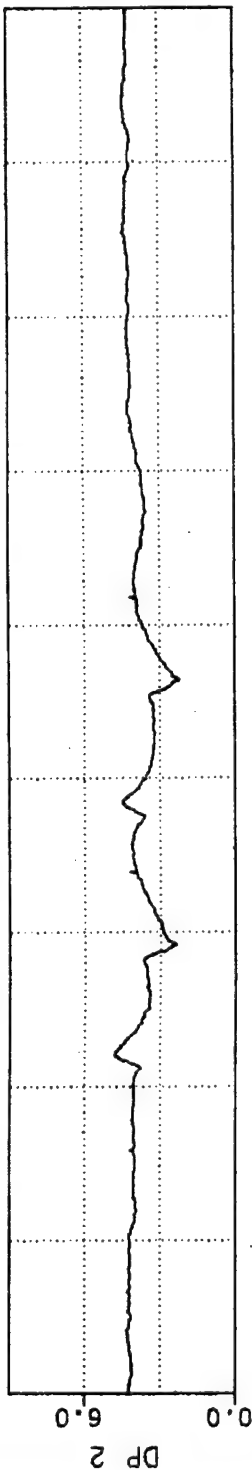
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 47
PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING

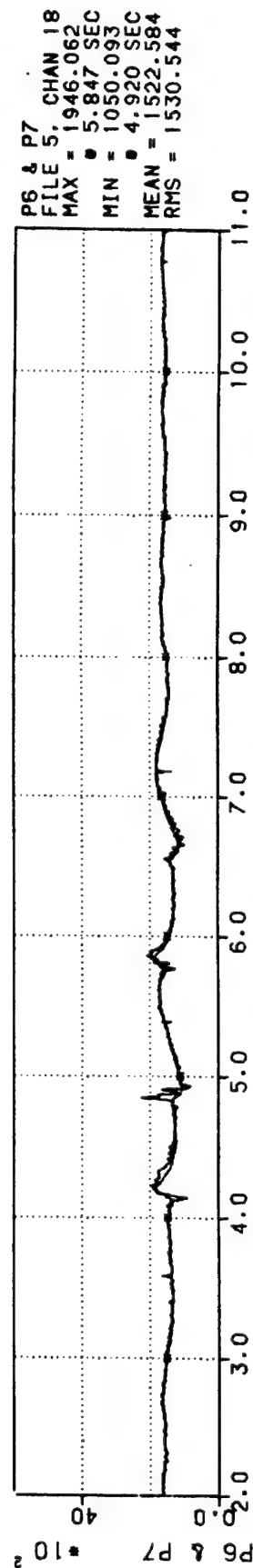
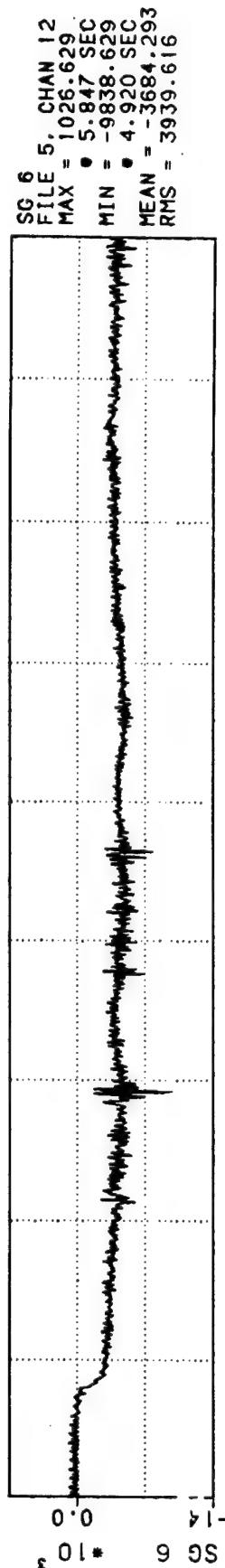
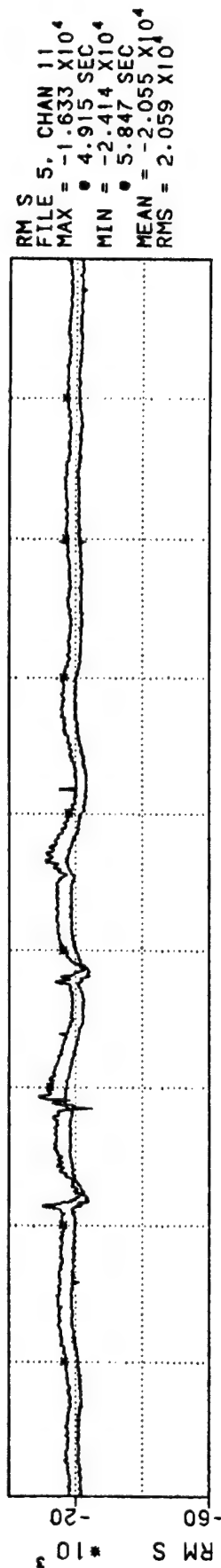
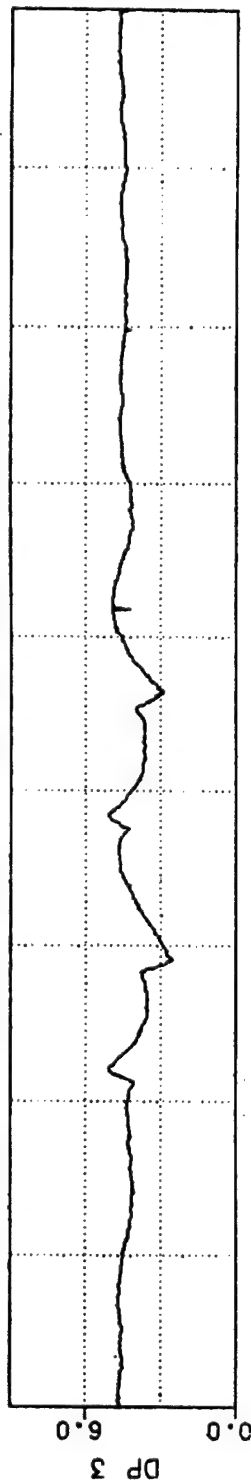


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 47 PAGE NO. 3

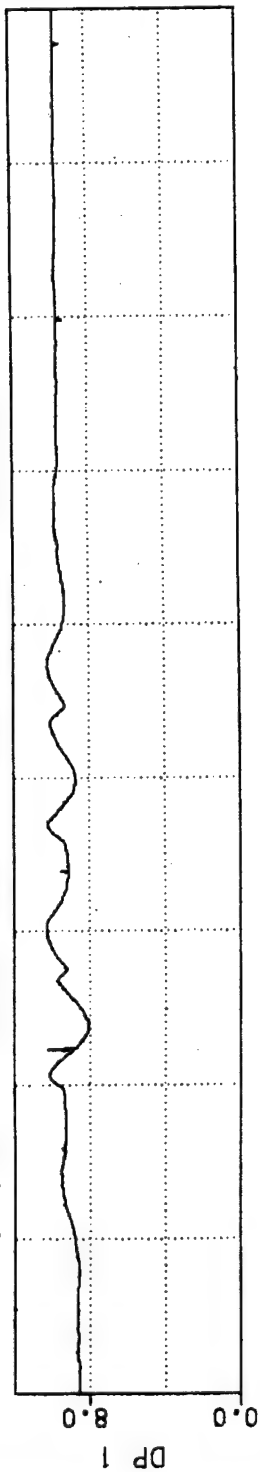
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



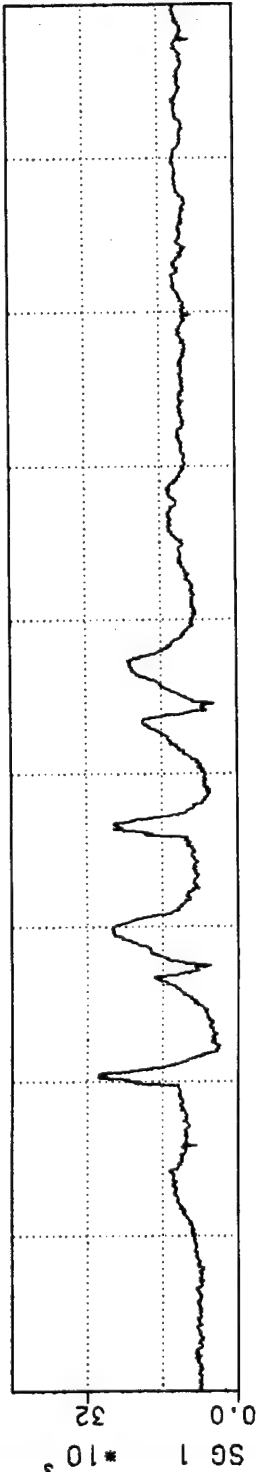
TIME - SECONDS
RUN NO. 47
PAGE NO. 4
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING

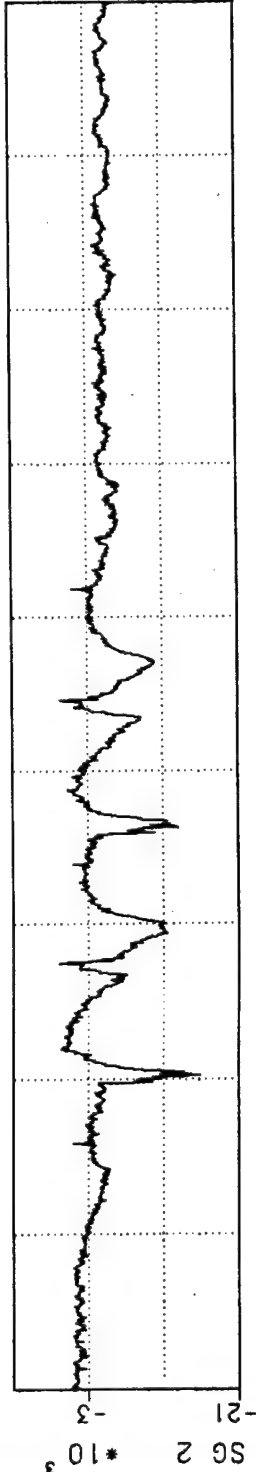
DP 1
FILE 5, CHAN 21
MAX = 10.247
MIN = 4.987 SEC
MEAN = 8.064
RMS = 4.393 SEC
RMS = 9.425
RMS = 9.436



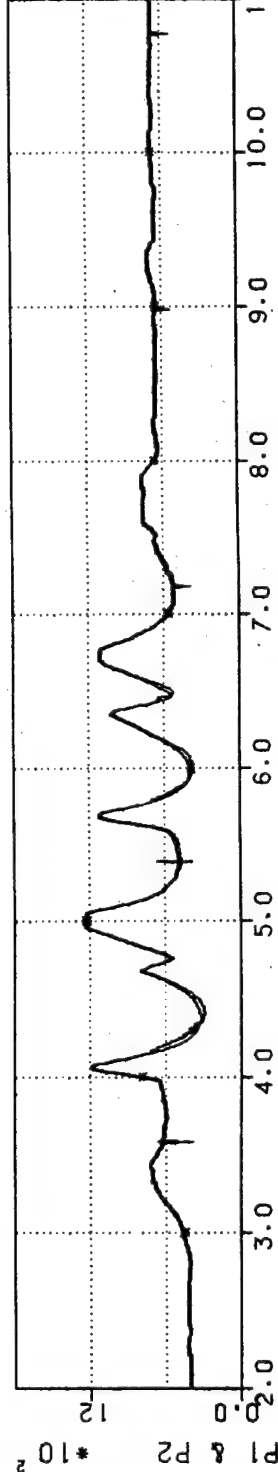
SG 1
FILE 5, CHAN 7
MAX = 2.955 X10⁴
MIN = 4.045 SEC
MEAN = 3865.312
RMS = 4.234 SEC
RMS = 1.178 X10⁴
RMS = 1.240 X10⁴



SG 2
FILE 5, CHAN 8
MAX = 457.281
MIN = 4.746 SEC
MEAN = -1.633 X10⁴
RMS = 4.024 SEC
RMS = -4620.677
RMS = 5127.720



P1 & P2
FILE 5, CHAN 13
MAX = 1242.365
MIN = 4.987 SEC
MEAN = 316.688
RMS = 4.388 SEC
RMS = 651.433
RMS = 674.529

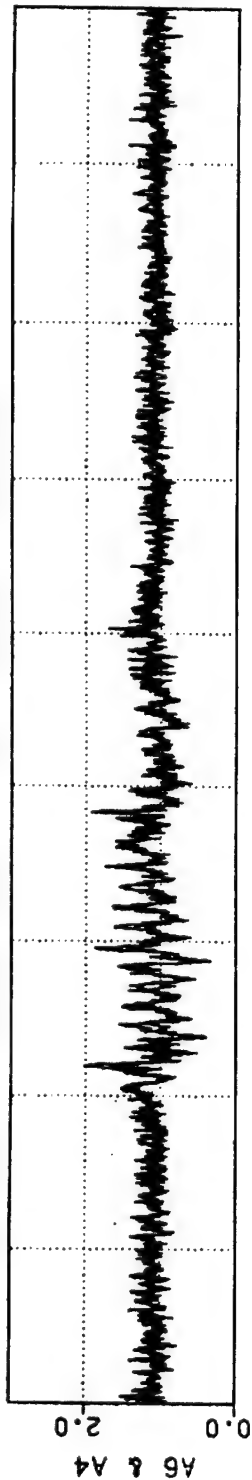


TIME - SECONDS
DELTA T (MSEC) = 5.120

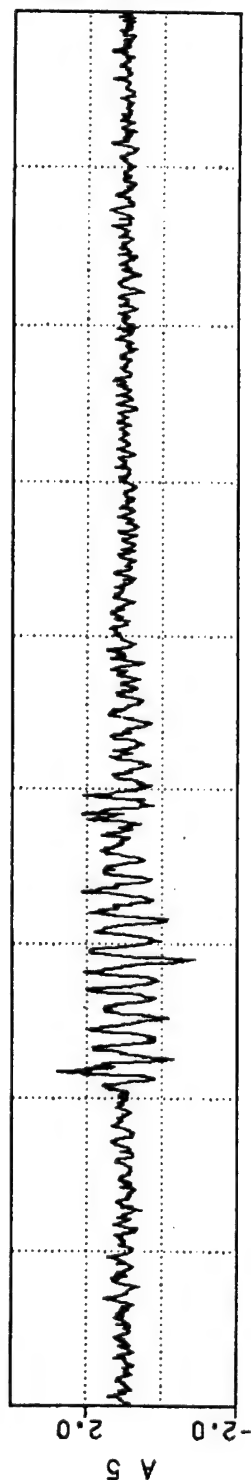
RUN NO. 47 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

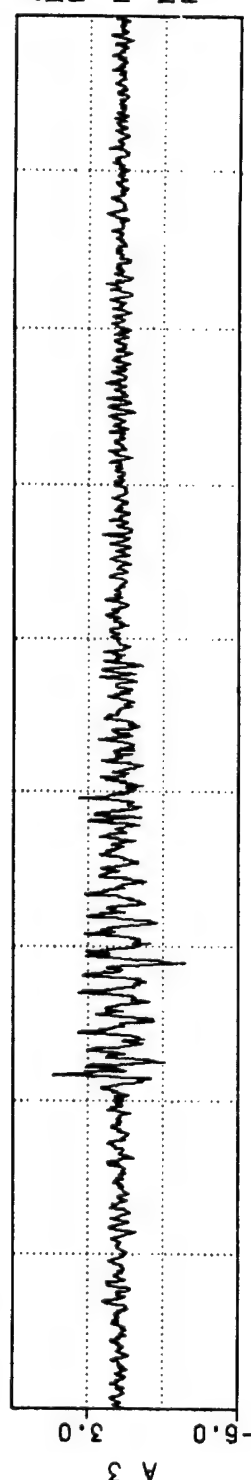
60 KNOTS : DOUBLE BUMP : LIGHT WEIGHT : BRAKING



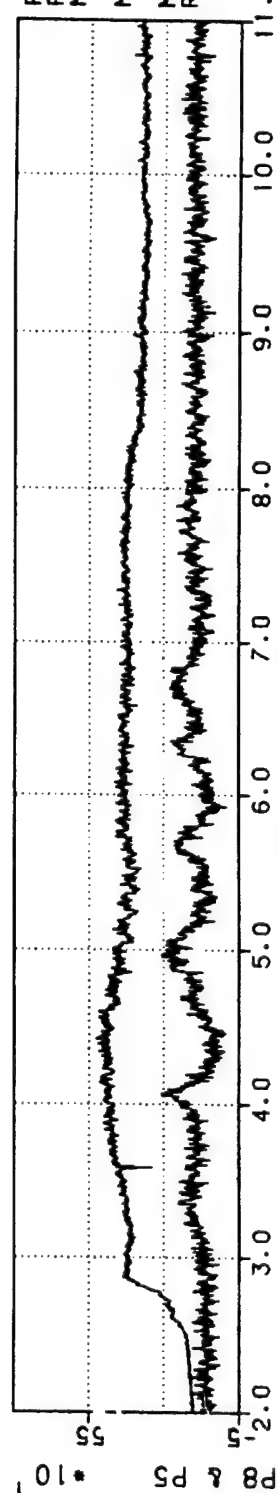
A6 & A4
FILE 5, CHAN 6
MAX = 1.668
MIN = 0.553
MEAN = 1.044
RMS = 1.053



A 5
FILE 5, CHAN 5
MAX = 2.764
MIN = -0.886
MEAN = 0.980
RMS = 1.029



A 3
FILE 5, CHAN 3
MAX = 5.072
MIN = -2.824
MEAN = 1.093
RMS = 1.246



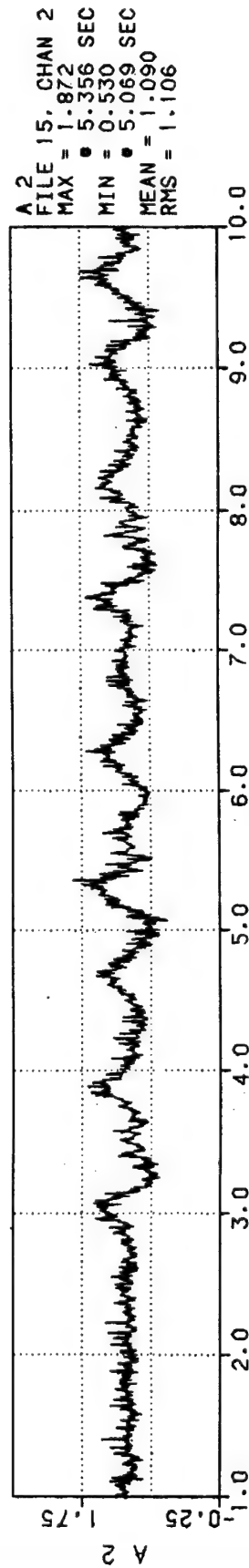
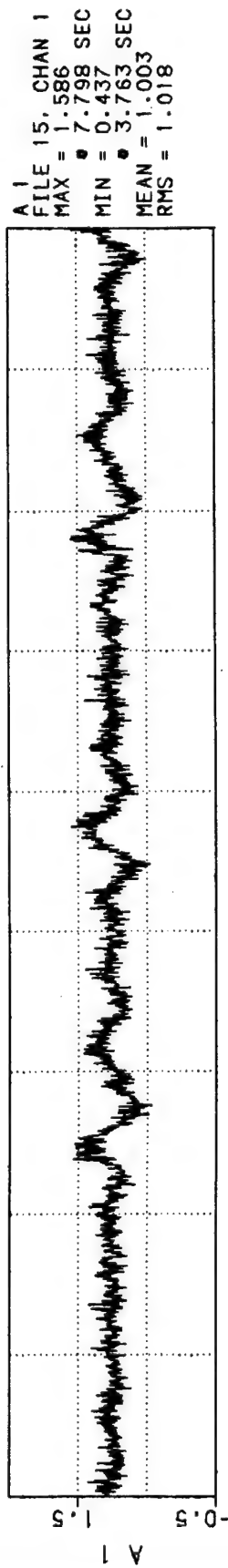
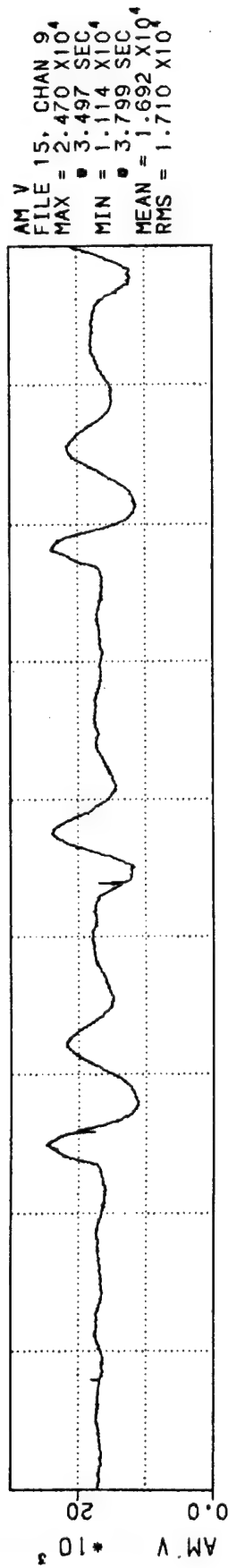
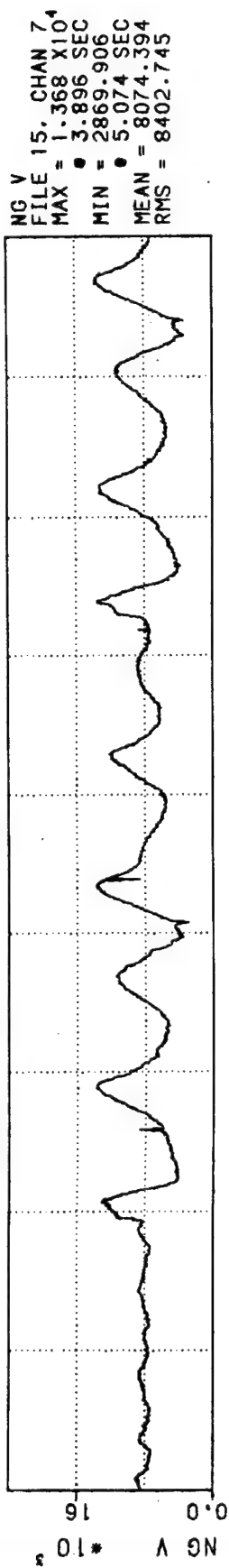
P8 & P5
FILE 5, CHAN 20
MAX = 519.579
MIN = 131.693
MEAN = 369.940
RMS = 377.938

TIME - SECONDS

RUN NO. 47 PAGE NO. 6 DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



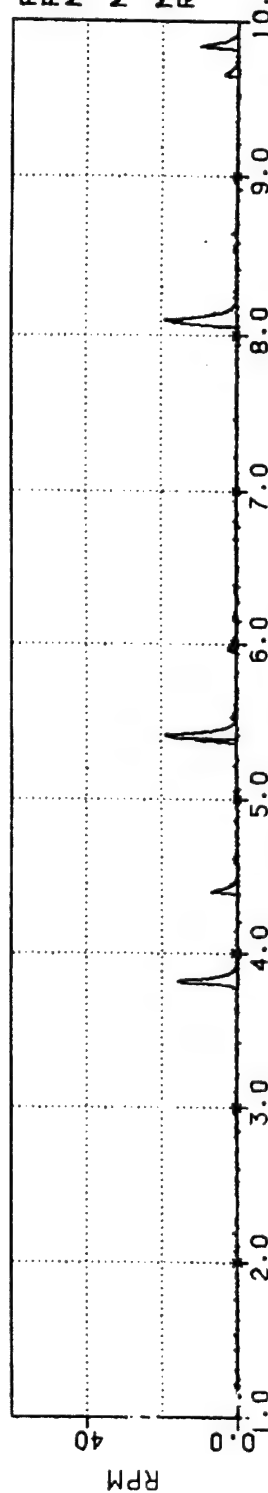
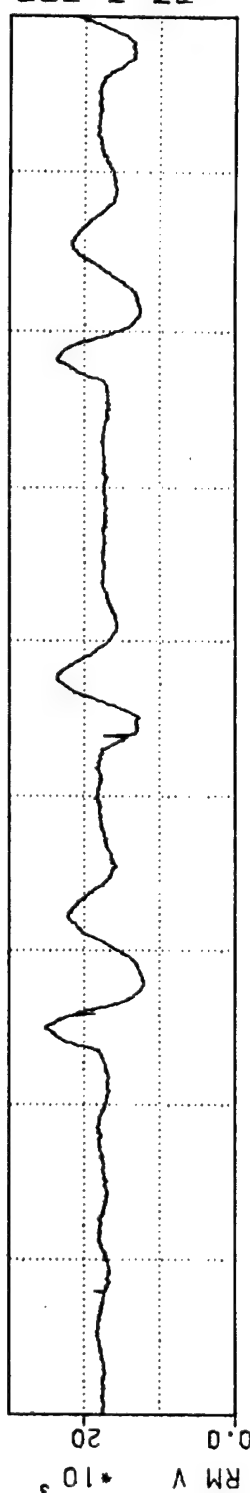
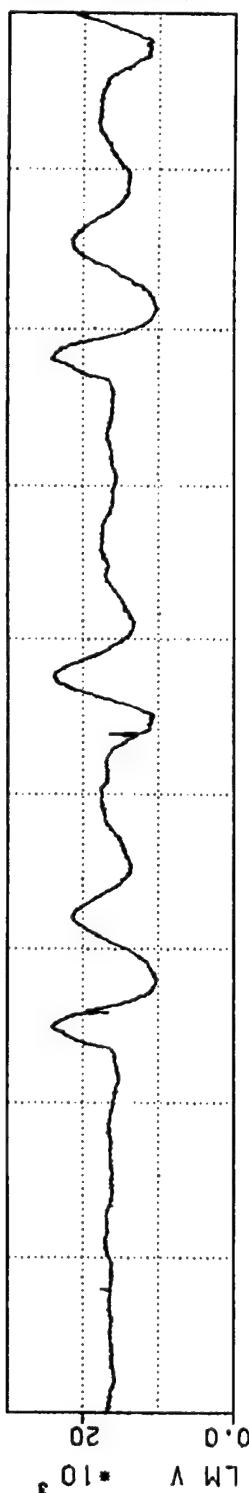
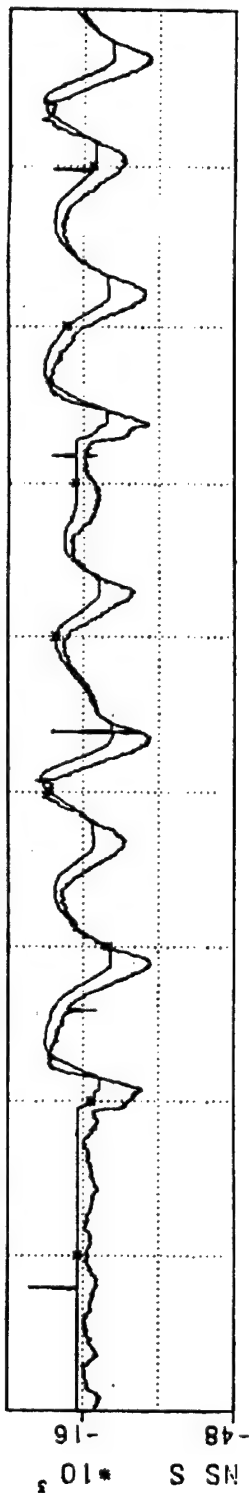
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 48 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

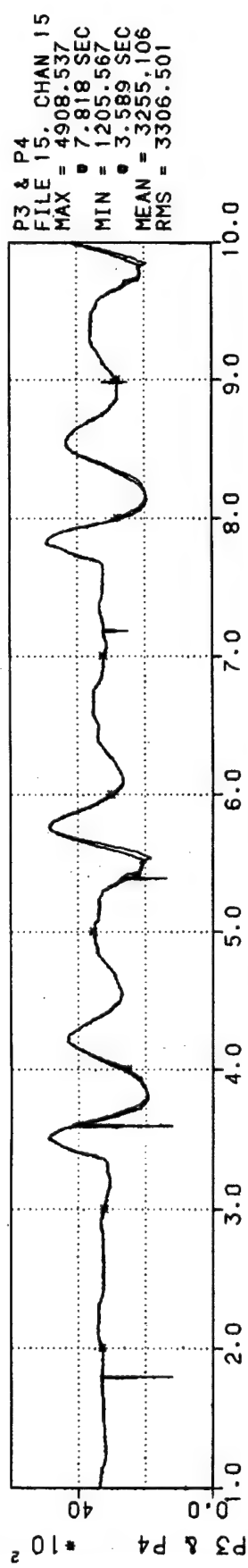
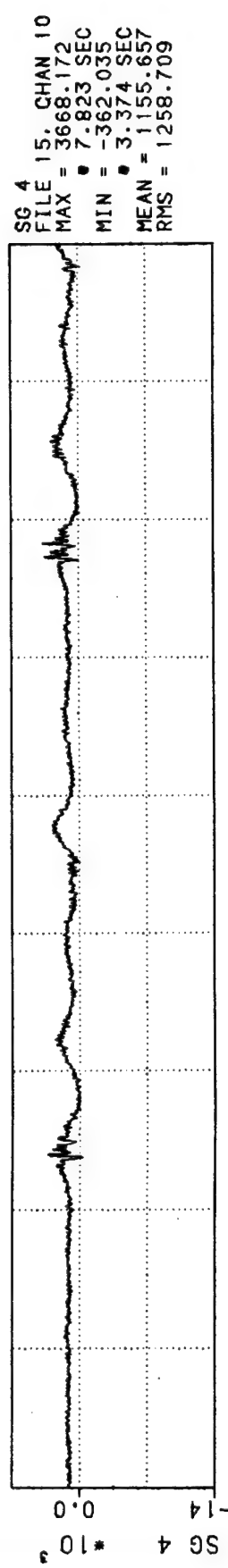
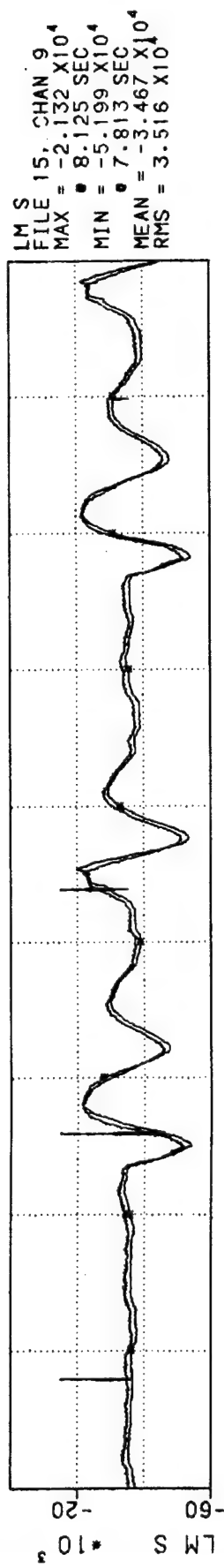
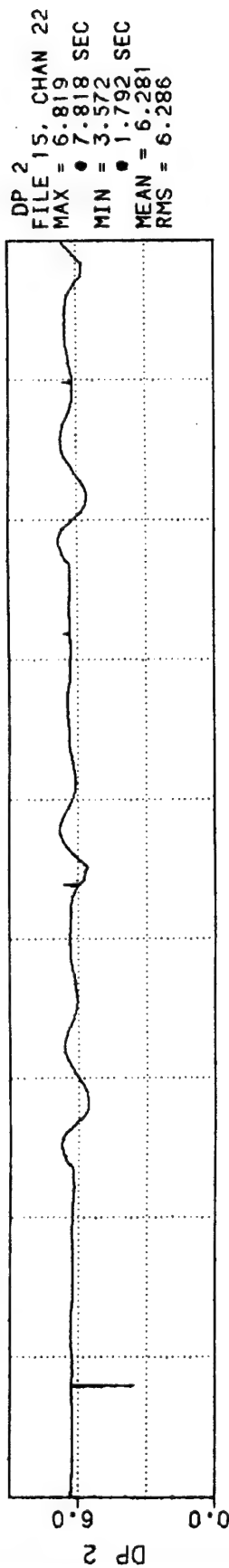


TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 48 PAGE NO. 2

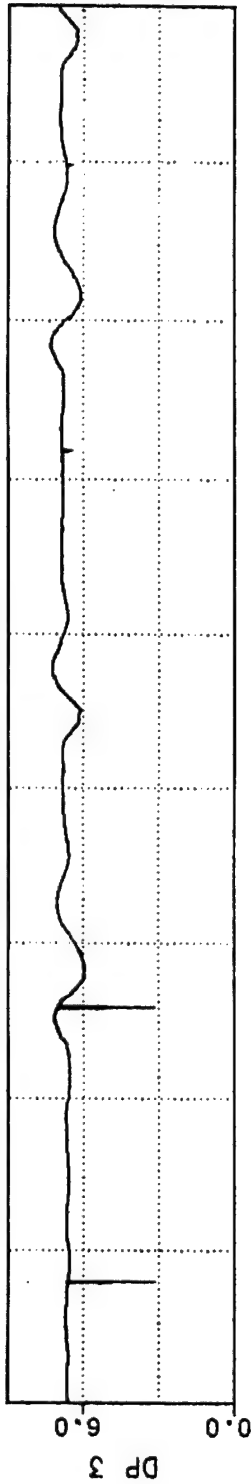
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



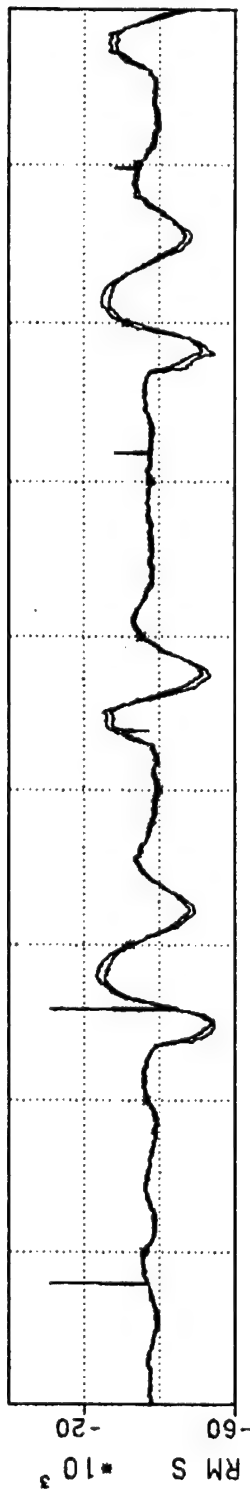
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

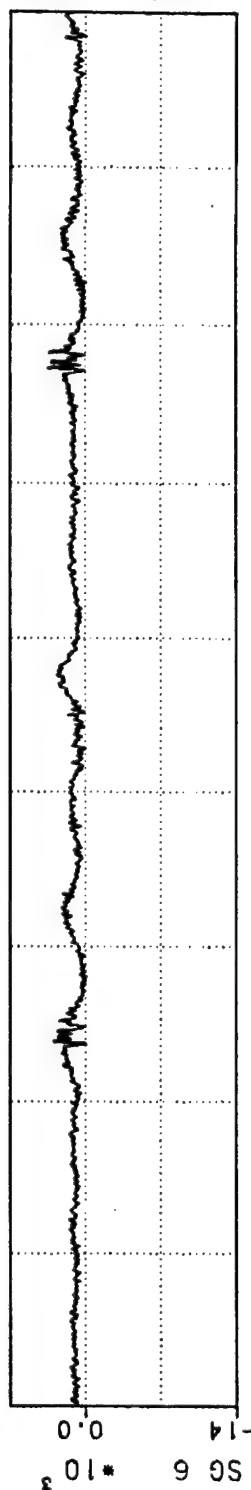
20 KNOTS • DOUBLE BUMP • HEAVY WEIGHT



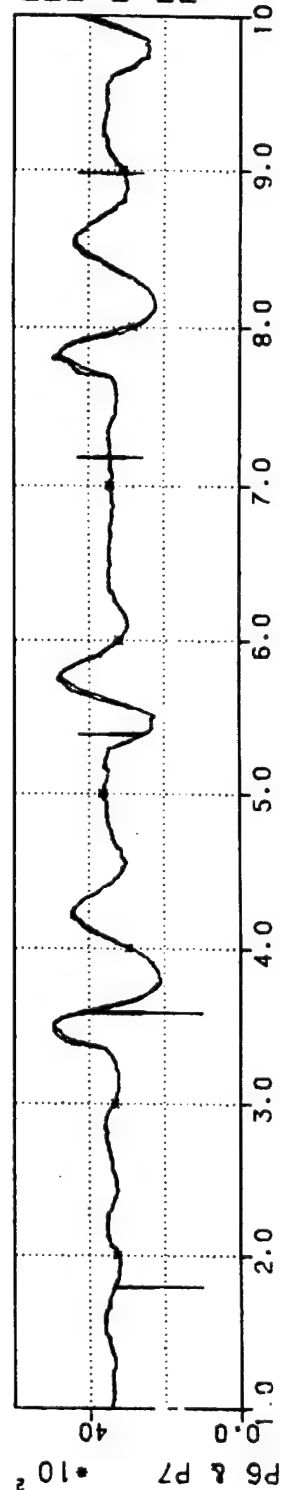
DP 3
FILE 15, CHAN 23
MAX = 7.296
MIN = 3.167
MEAN = 6.721
RMS = 6.727



RM S
FILE 15, CHAN 11
MAX = -2.540 X10⁴
MIN = -5.459 X10⁴
MEAN = -3.759 X10⁴
RMS = 3.793 X10⁴



SG 6
FILE 15, CHAN 12
MAX = 3390.832
MIN = -105.168
MEAN = 1044.818
RMS = 1148.913



P6 & P7
FILE 15, CHAN 18
MAX = 4928.970
MIN = 1536.476
MEAN = 3398.260
RMS = 3437.844

TIME - SECONDS

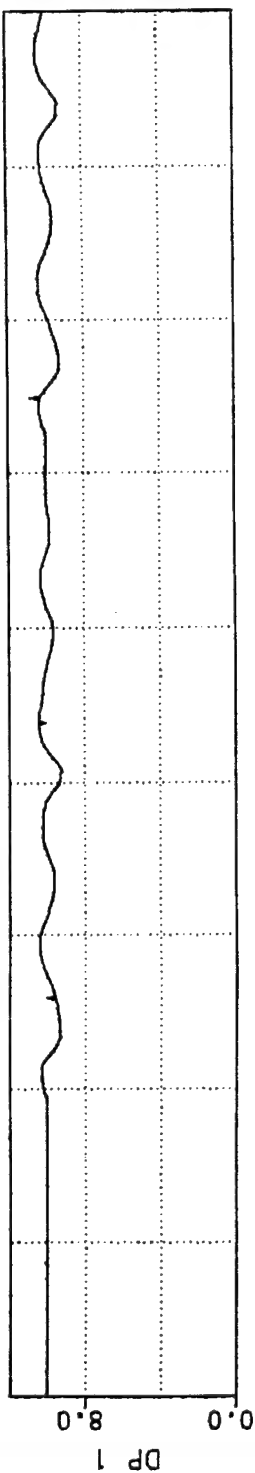
DELTA T (MSEC) = 5.120

RUN NO. 48

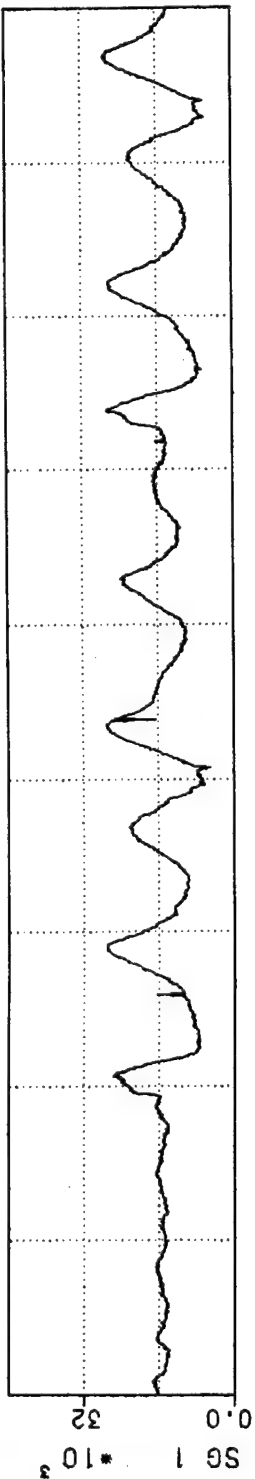
PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

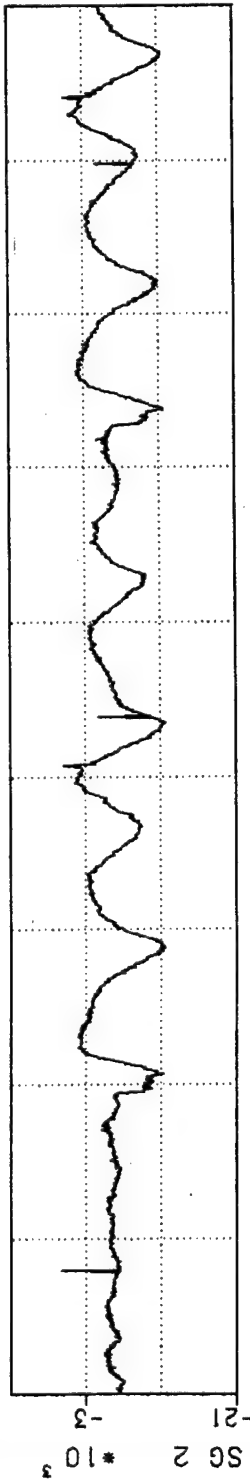
DP 1
FILE 15, CHAN 21
MAX = 10.861
MIN = 7.491 SEC
MEAN = 9.189 SEC
RMS = 5.079 SEC
RMS = 9.978
RMS = 9.982



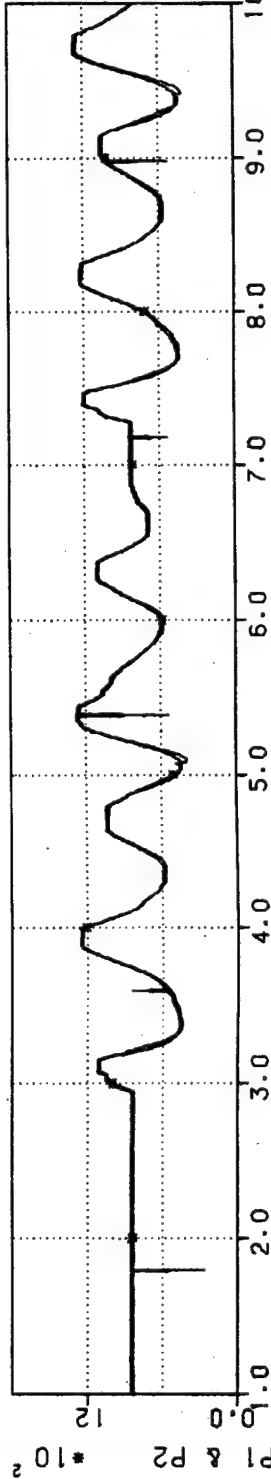
SG 1
FILE 15, CHAN 7
MAX = 2.710 X10⁴
MIN = 9.677 SEC
MEAN = 4971.555
RMS = 5.074 SEC
MEAN = 1.539 X10⁴
RMS = 1.613 X10⁴



SG 2
FILE 15, CHAN 8
MAX = -71.805
MIN = 1.792 SEC
MEAN = -1.270 X10⁴
RMS = 5.350 SEC
MEAN = -6303.731
RMS = 6760.904

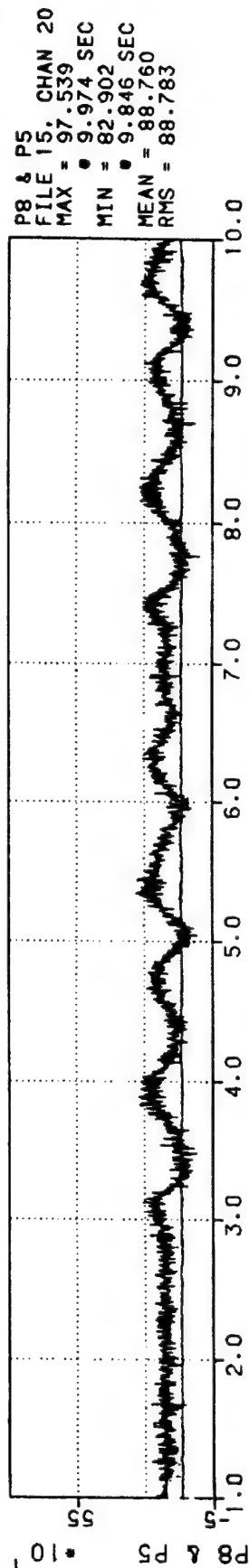
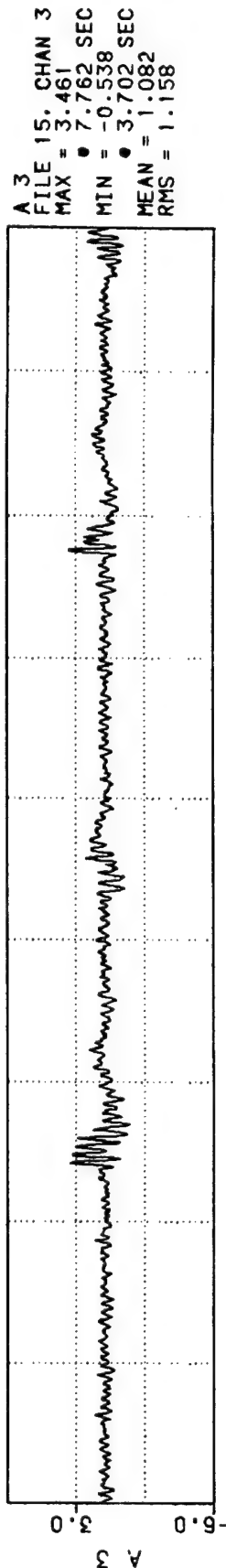
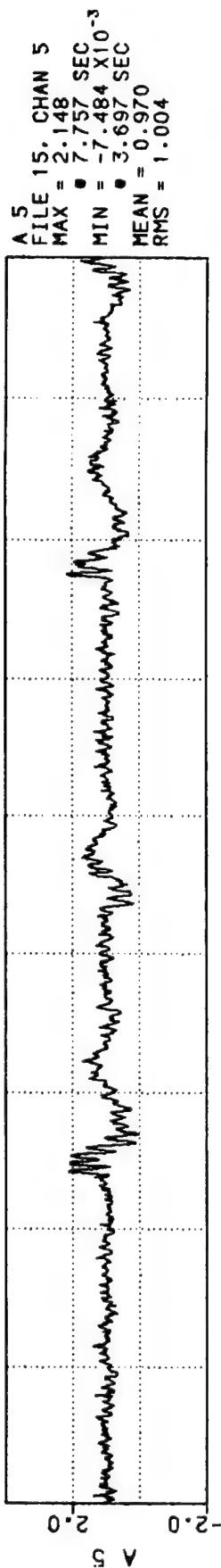
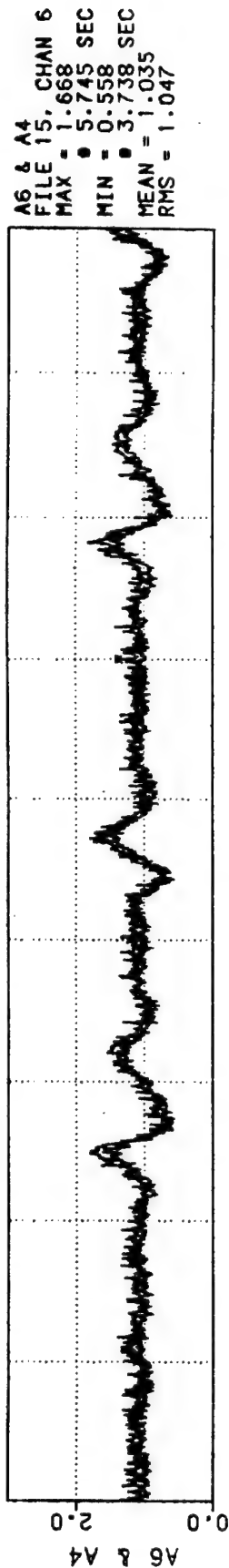


P1 & P2
FILE 15, CHAN 13
MAX = 1276.604
MIN = 9.687 SEC
MEAN = 431.634
RMS = 5.079 SEC
MEAN = 846.052
RMS = 872.483



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 5

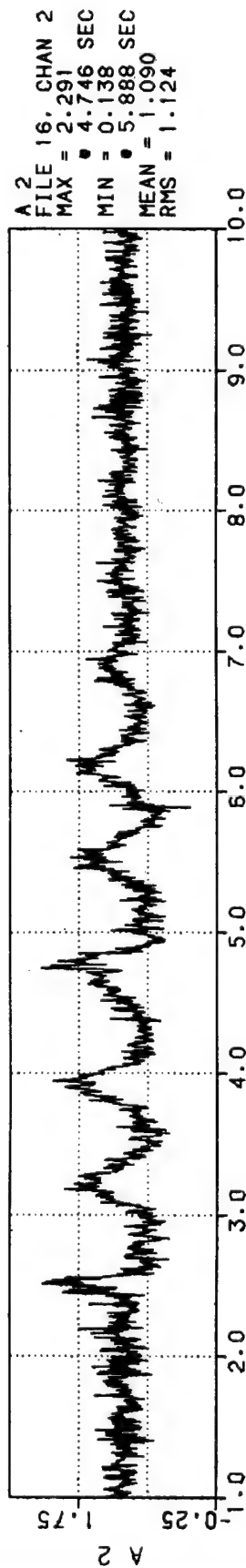
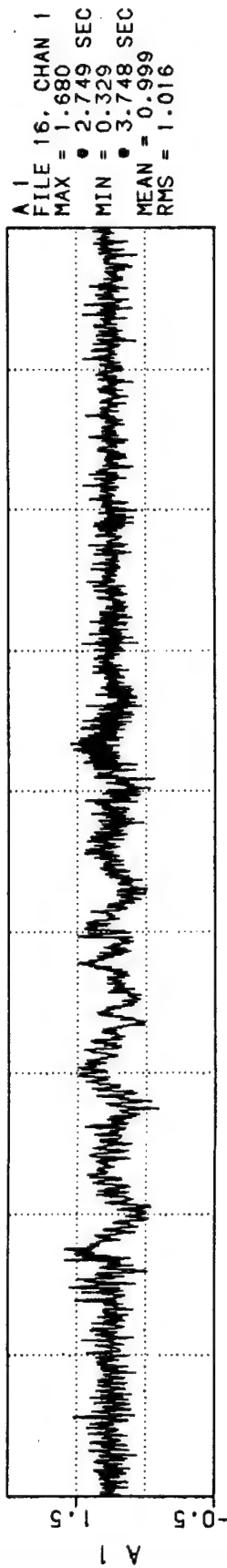
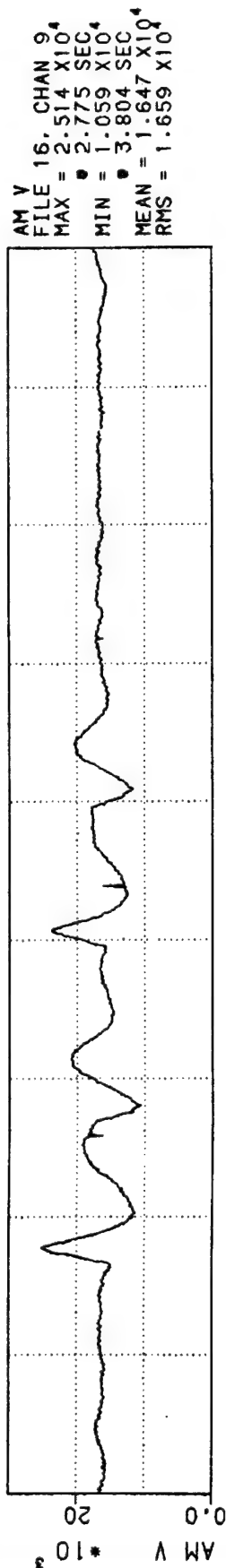
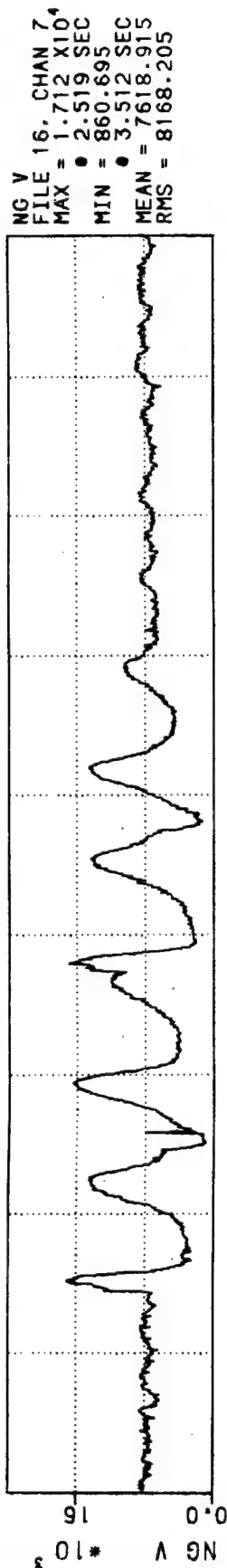
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 48 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



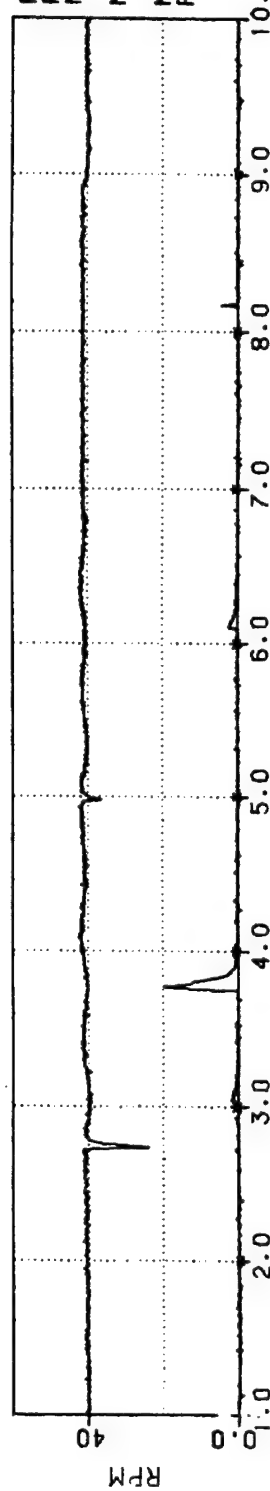
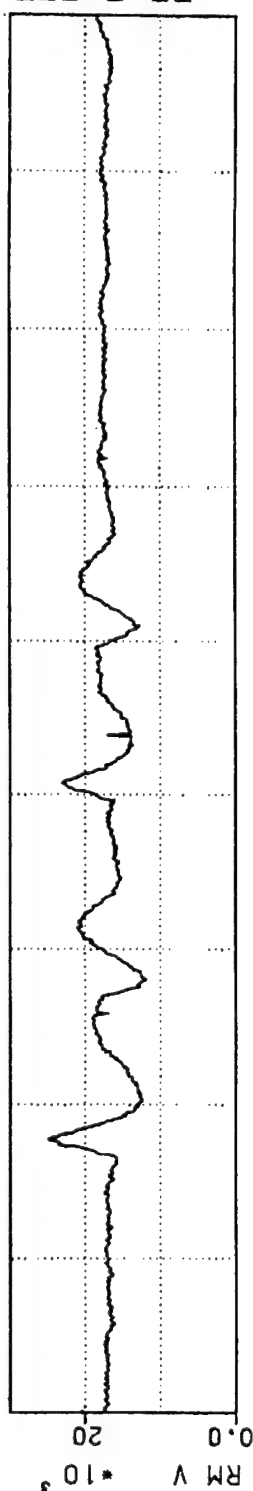
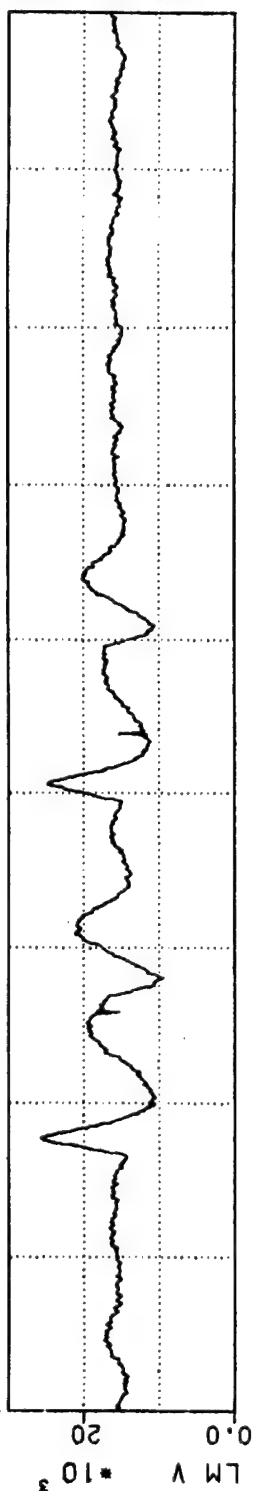
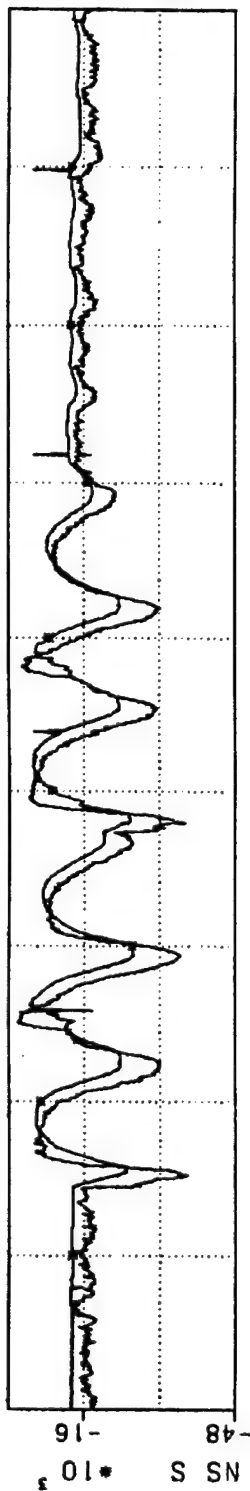
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



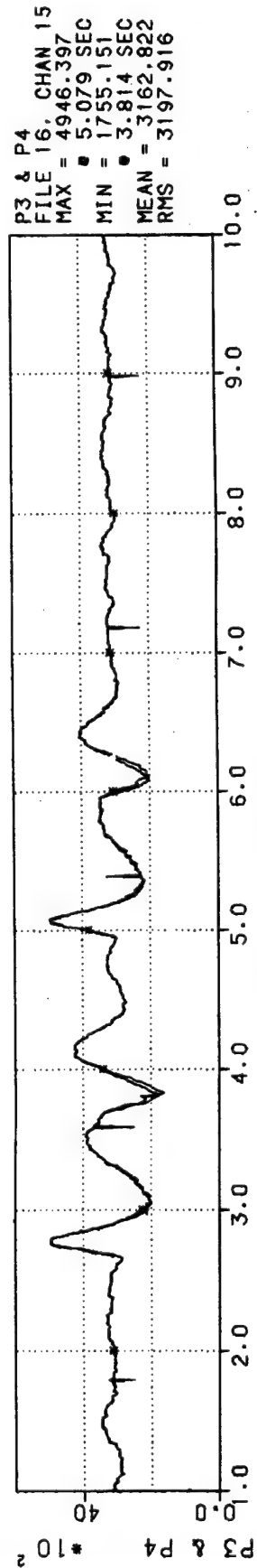
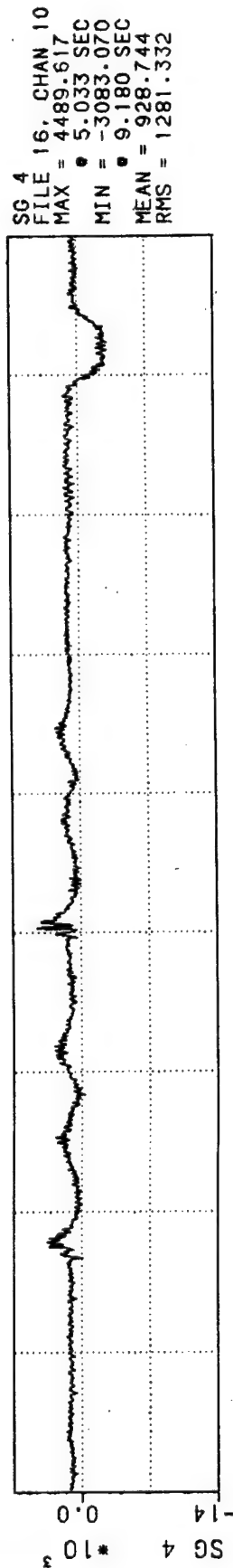
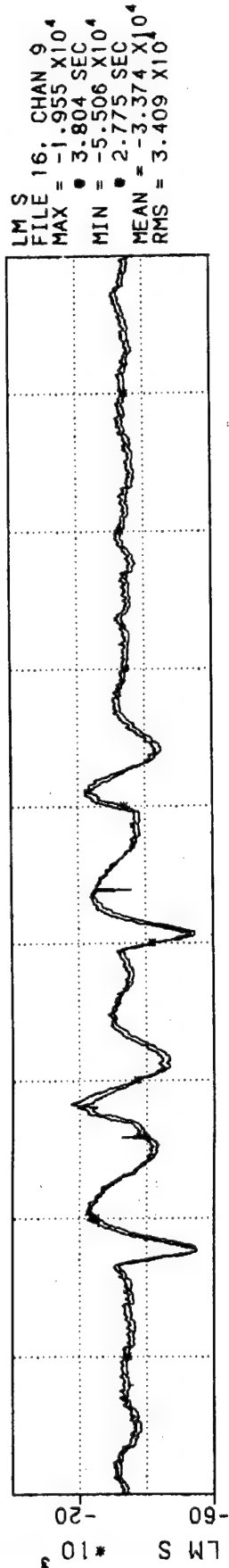
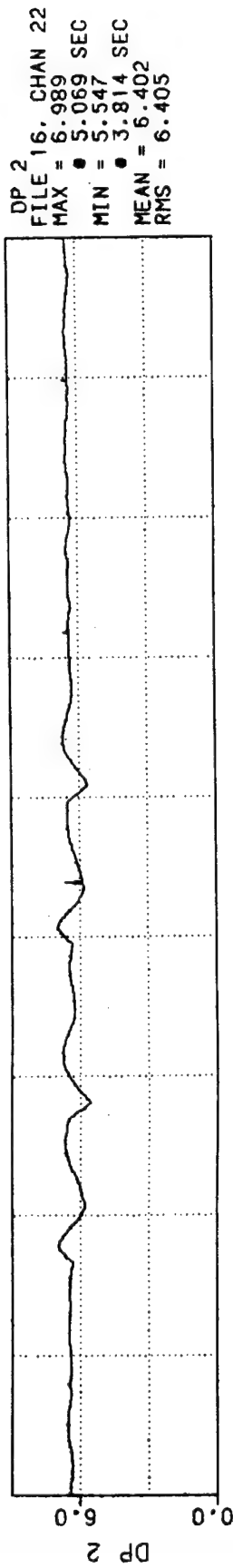
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

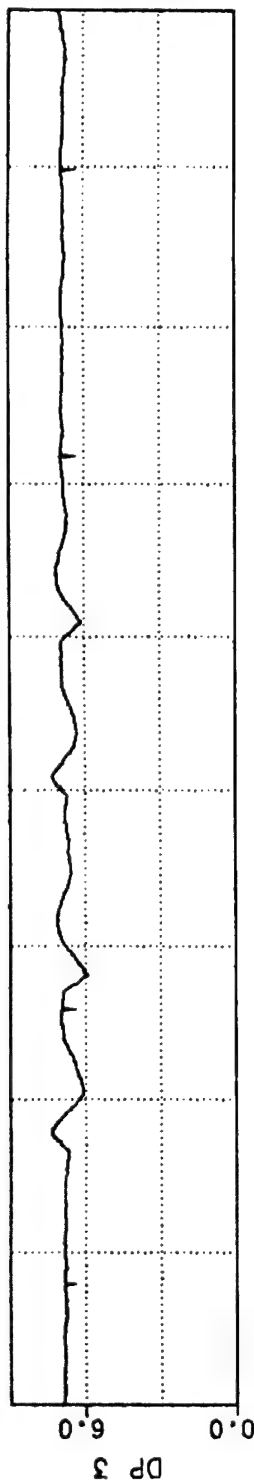
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



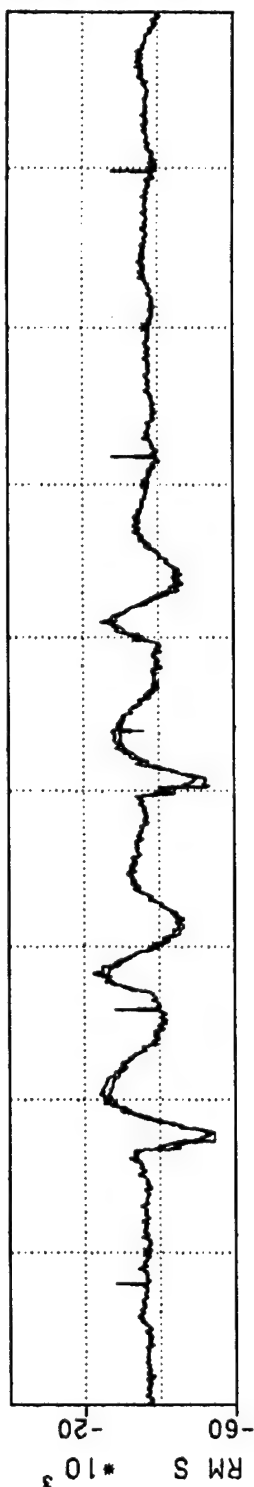
TIME - SECONDS
RUN NO. 49
PAGE NO. 3
DELTA T (NSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

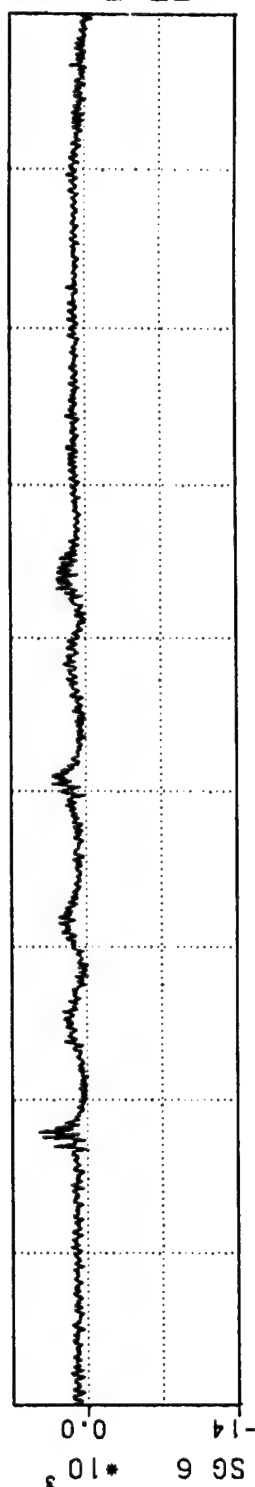
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



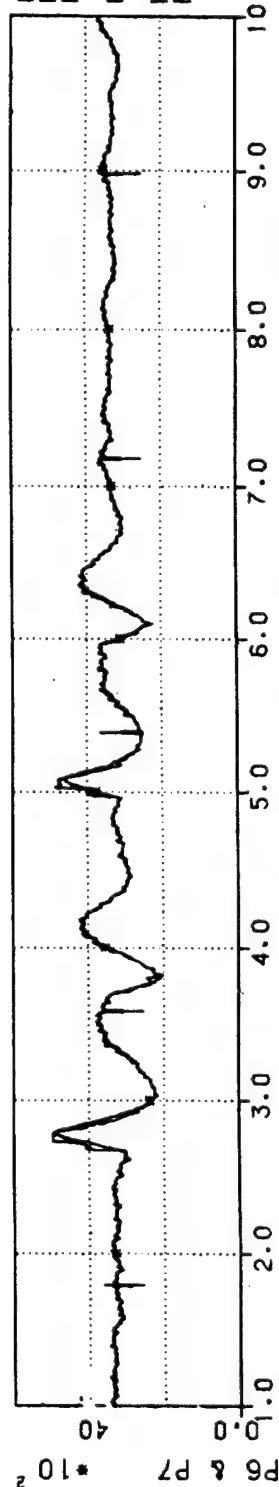
DP 3
FILE 16, CHAN 23
MAX = 7.357
MIN = 2.785 SEC
MEAN = 5.914
RMS = 3.814 SEC
RMS = 6.789
RMS = 6.792



RM S
FILE 16, CHAN 11
MAX = -2.500 X10⁴
MIN = 3.804 SEC
MEAN = -5.358 X10⁴
RMS = 2.775 SEC
RMS = -3.673 X10⁴
RMS = 3.693 X10⁴



SG 6
FILE 16, CHAN 12
MAX = 4422.027
MIN = 2.790 SEC
MEAN = -658.488
RMS = 9.974 SEC
RMS = 971.853
RMS = 1091.228



P6 & P7
FILE 16, CHAN 18
MAX = 4928.970
MIN = 2.790 SEC
MEAN = 2065.525
RMS = 3.809 SEC
RMS = 3303.084
RMS = 3326.686

TIME - SECONDS

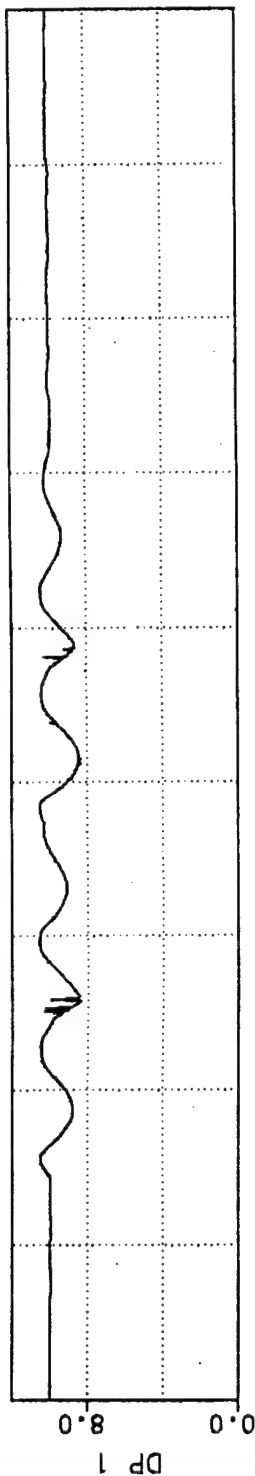
DELTA T (MSEC) = 5.120

RUN NO. 49 PAGE NO. 4

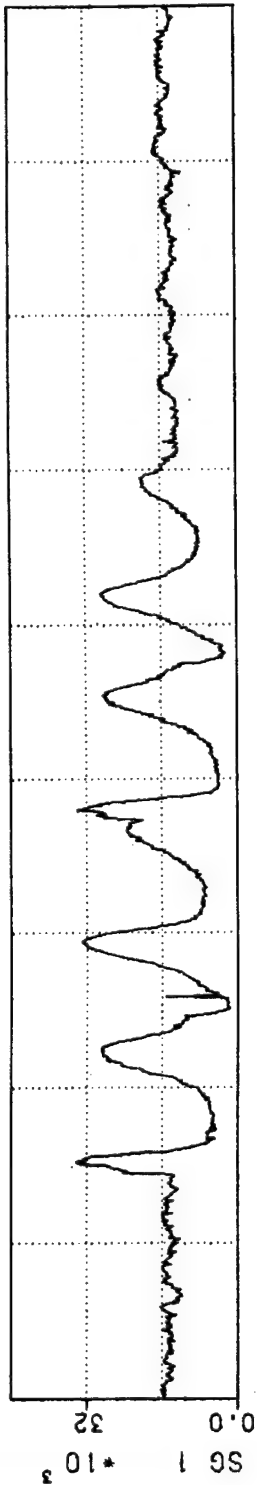
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES

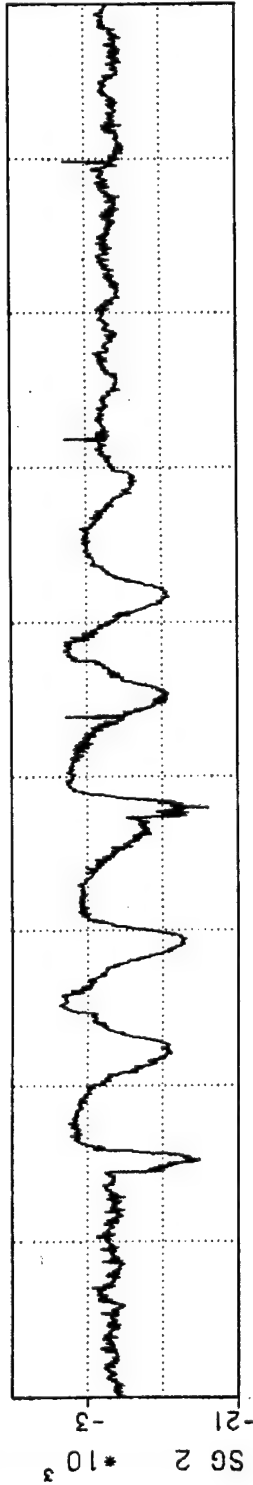
DP 1
FILE 16, CHAN 21
MAX = 10.525
MIN = 8.374
MEAN = 9.838
RMS = 9.849



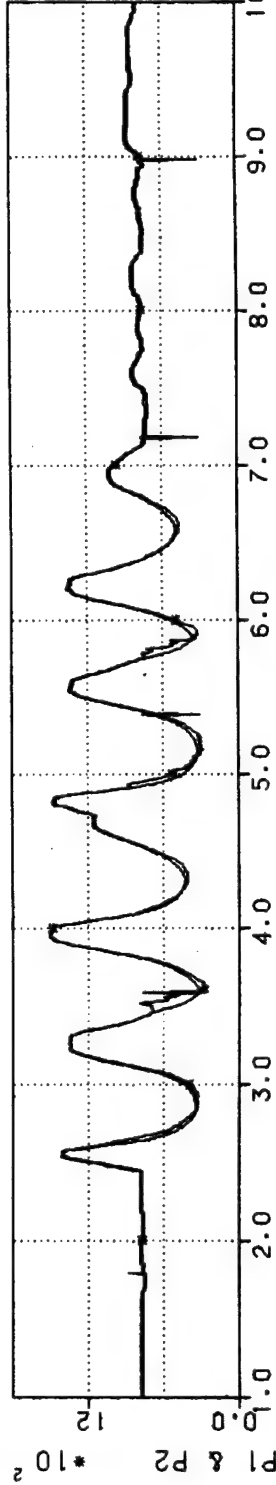
SG 1
FILE 16, CHAN 7
MAX = 3.422 X10⁴
MIN = 1687.383
MEAN = 1.441 X10⁴
RMS = 1.564 X10⁴



SG 2
FILE 16, CHAN 8
MAX = 351.469
MIN = -1.750 X10⁴
MEAN = -5901.000
RMS = 6581.485



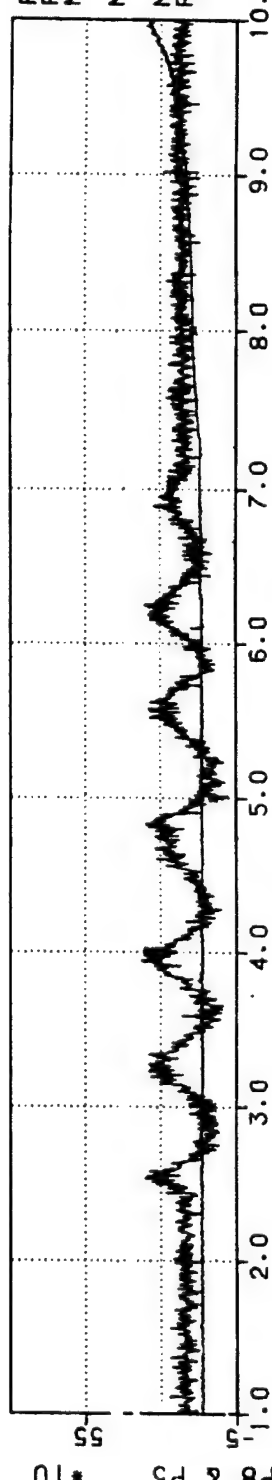
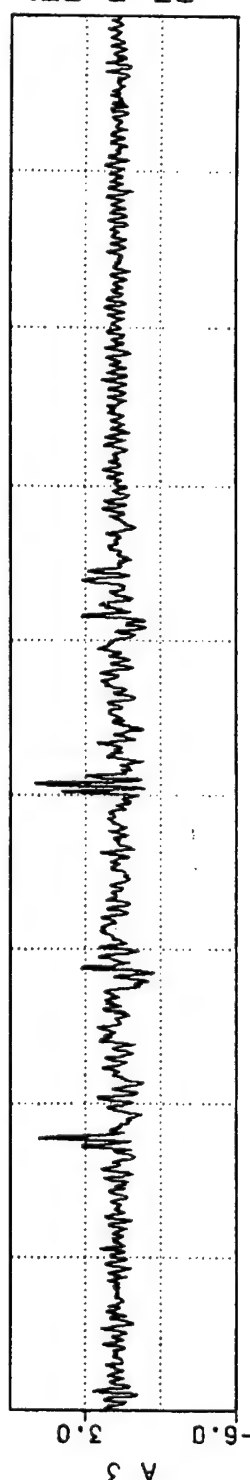
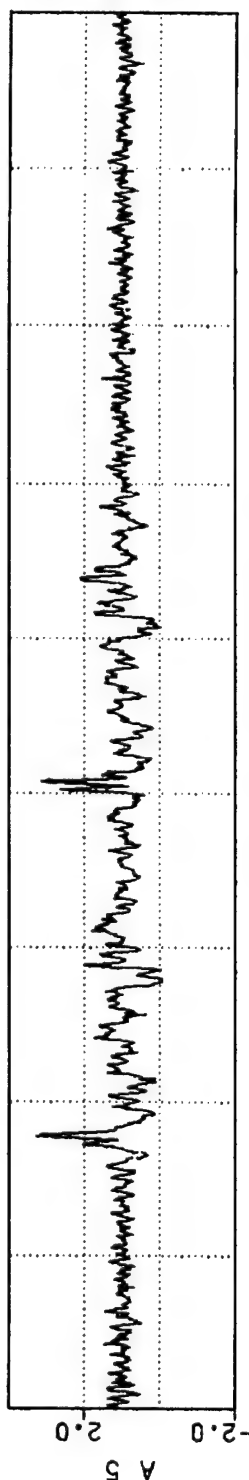
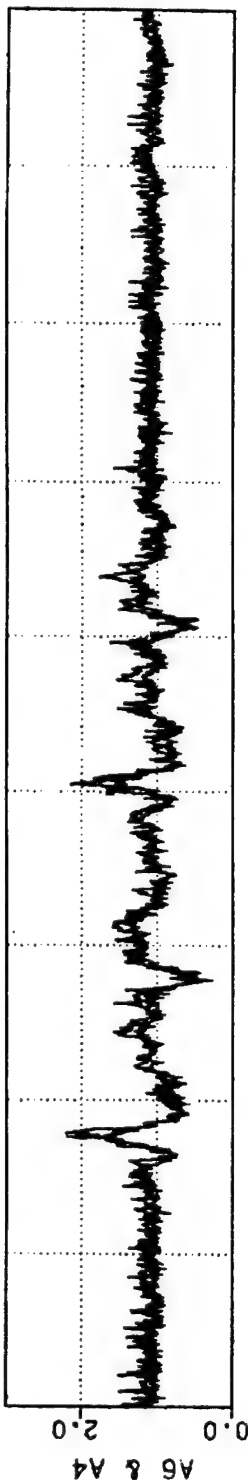
P1 & P2
FILE 16, CHAN 13
MAX = 1512.609
MIN = 320.357
MEAN = 798.313
RMS = 839.322



DELTA T (MSEC) = 5.120
RUN NO. 49 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

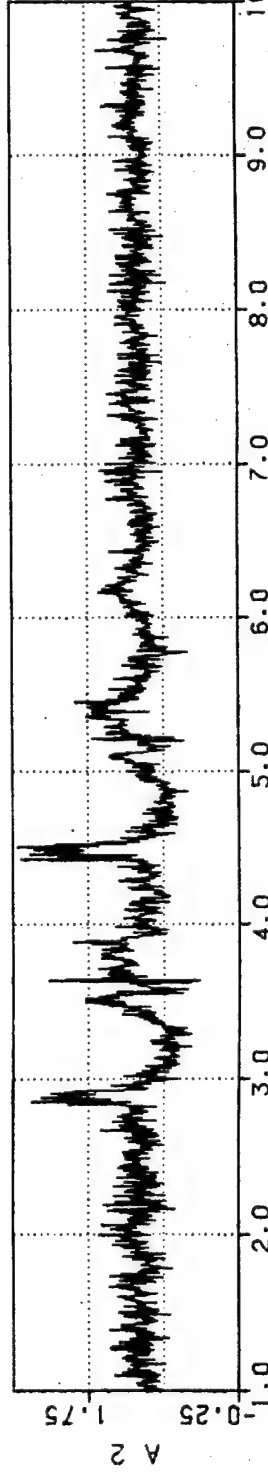
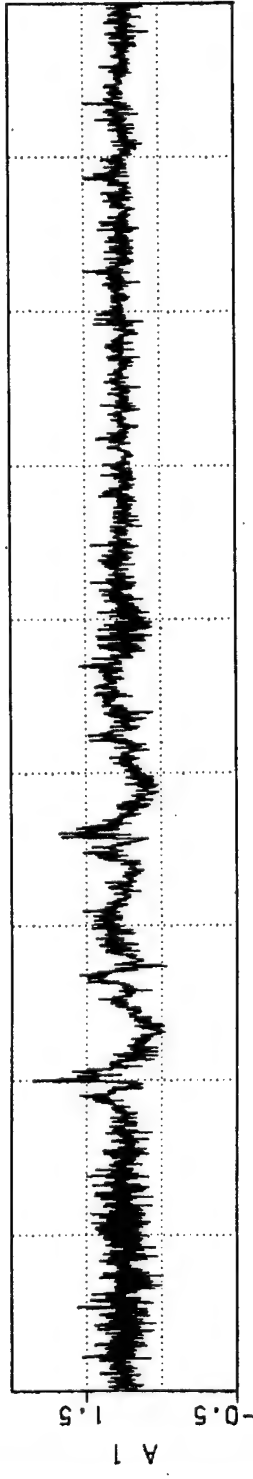
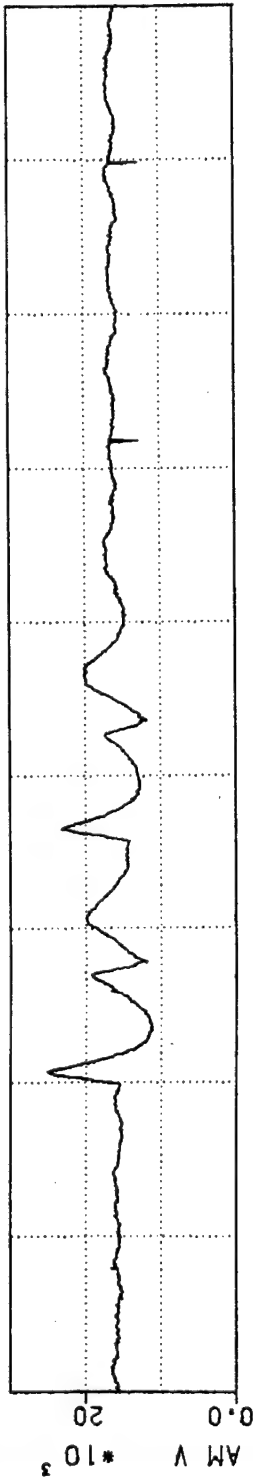
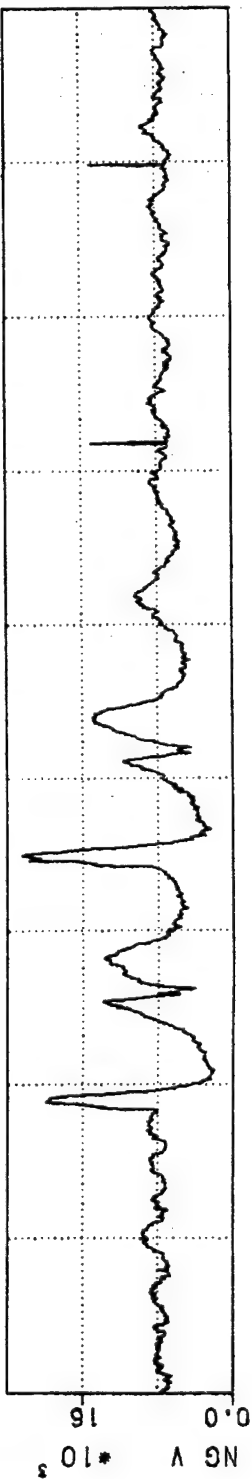
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 49
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

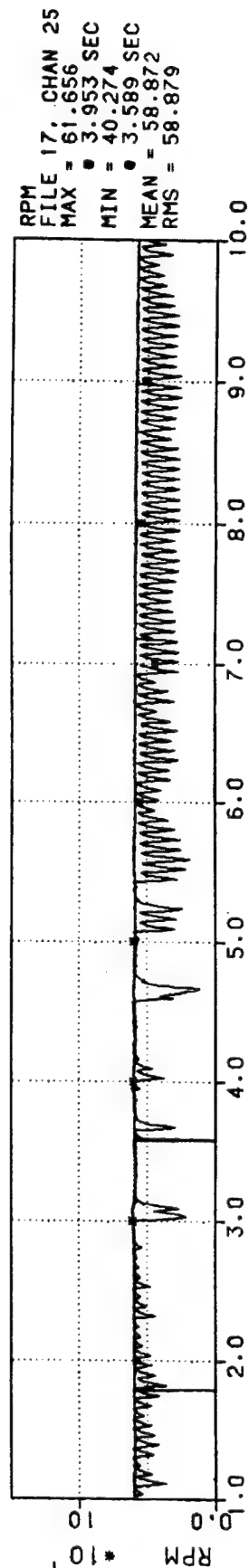
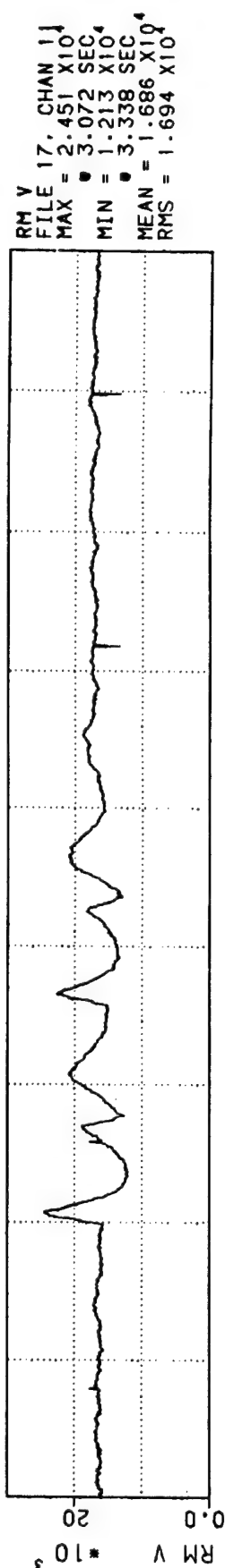
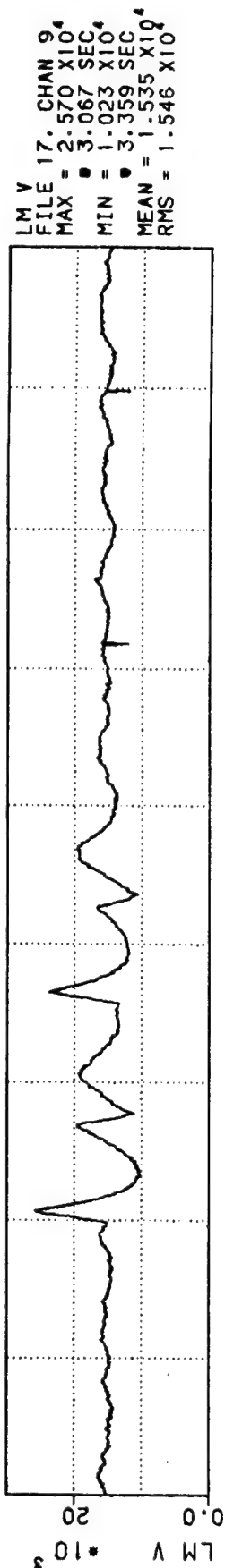
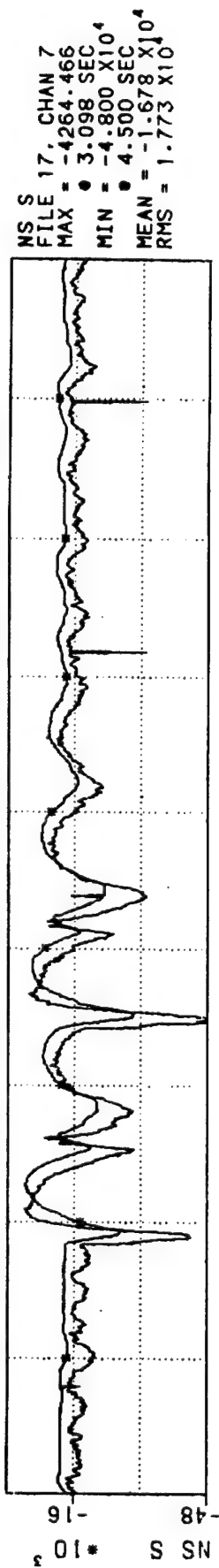
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 50 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

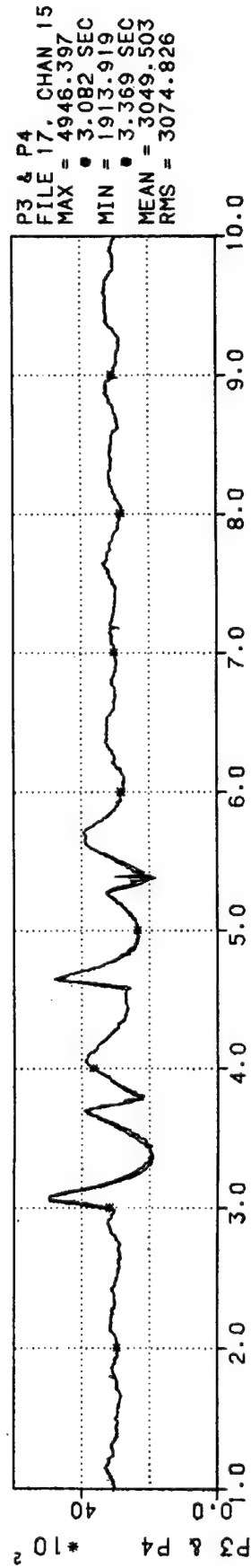
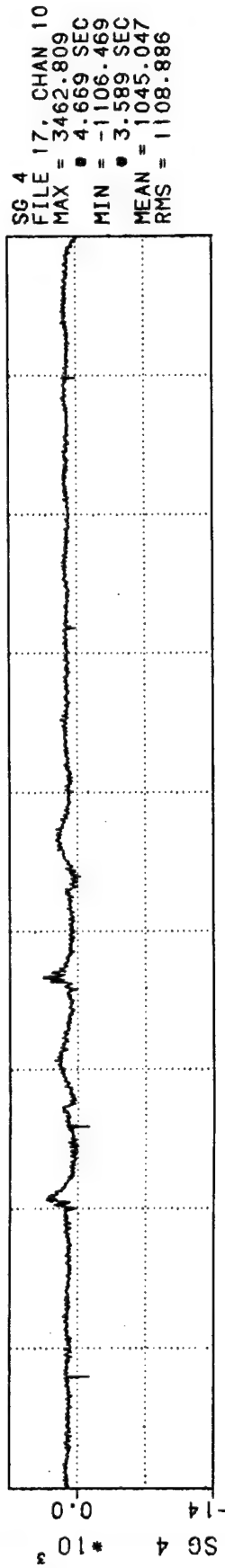
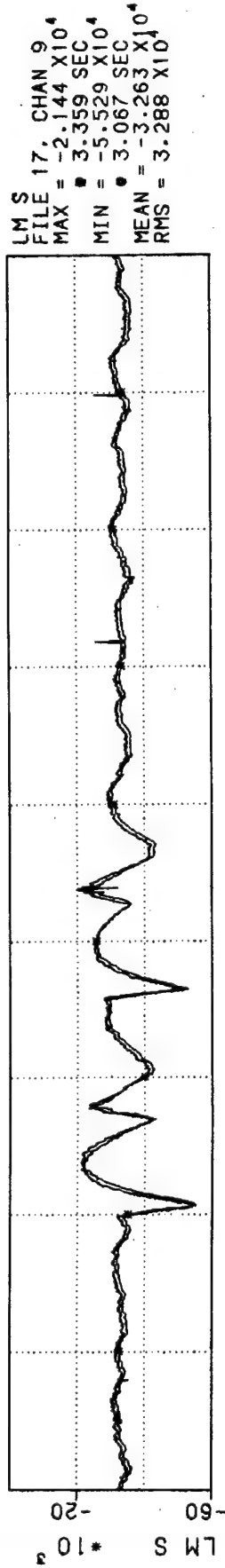
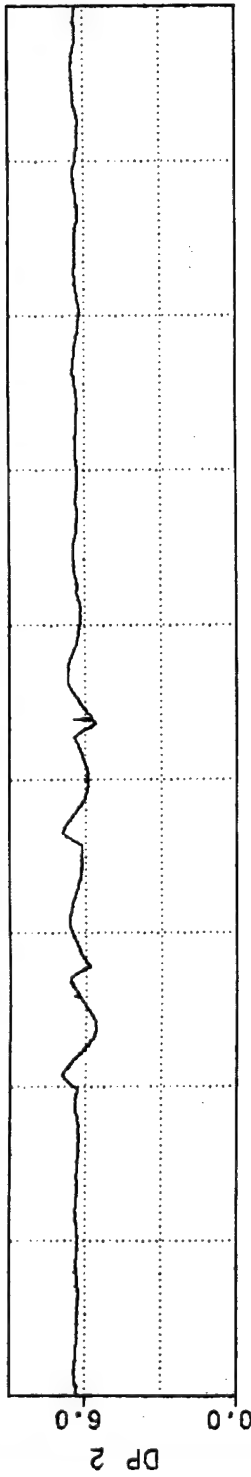
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



TIME - SECONDS
RUN NO. 50
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



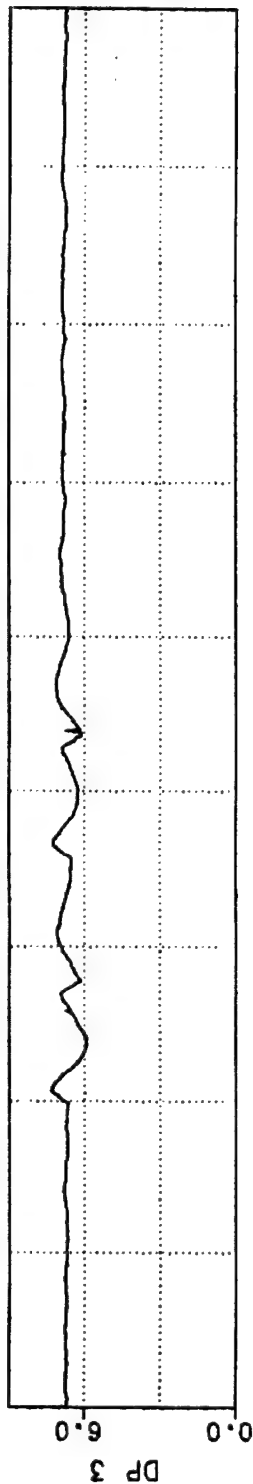
TIME - SECONDS

DELTA T (MSEC) = 5.120

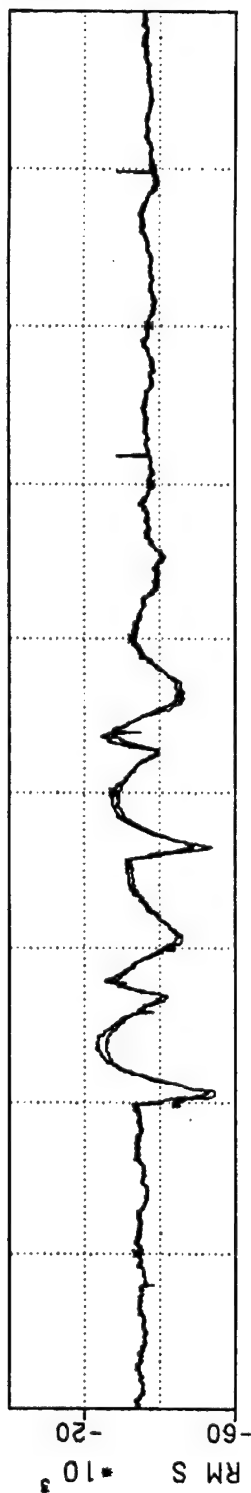
RUN NO. 50 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

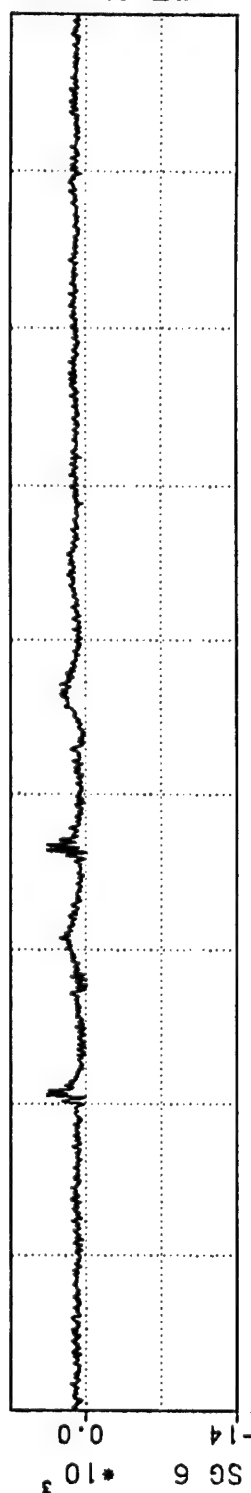
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



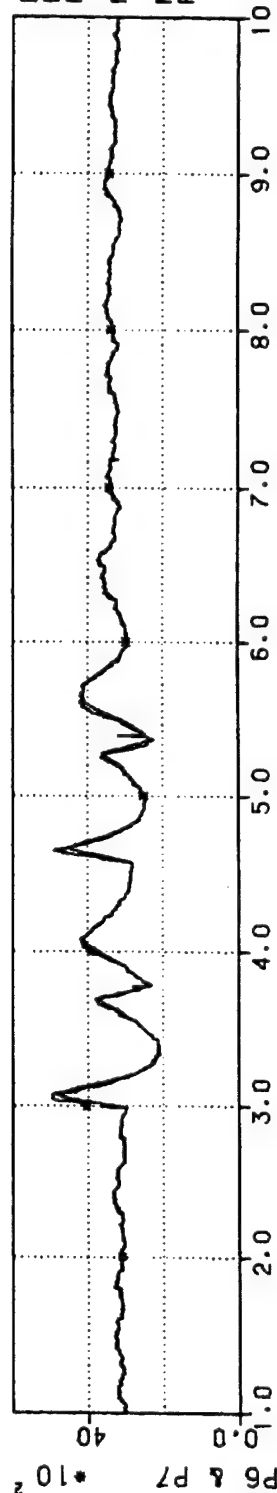
DP 3
FILE 17, CHAN 23
MAX = 7.318
MIN = 3.082 SEC
MEAN = 5.924
RMS = 3.395 SEC
RMS = 6.756



RM S
FILE 17, CHAN 11
MAX = -2.561 X10⁴
MIN = 3.379 SEC
MEAN = -5.313 X10⁴
RMS = 3.072 SEC
RMS = -3.616 X10⁴
RMS = 3.635 X10⁴



SG 6
FILE 17, CHAN 12
MAX = 3642.344
MIN = 4.644 SEC
MEAN = -130.316
RMS = 3.804 SEC
RMS = 935.028
RMS = 1013.232



P6 & P7
FILE 17, CHAN 18
MAX = 4819.260
MIN = 3.077 SEC
MEAN = 2093.562
RMS = 3.384 SEC
RMS = 3237.223
RMS = 3259.416

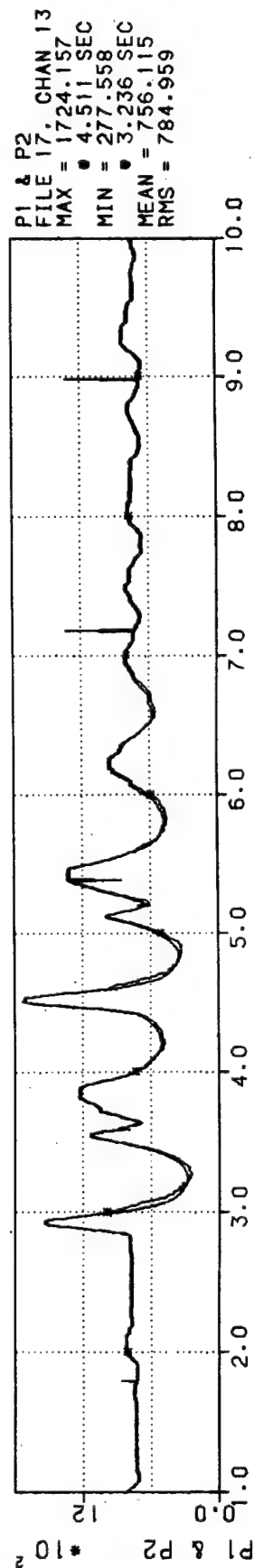
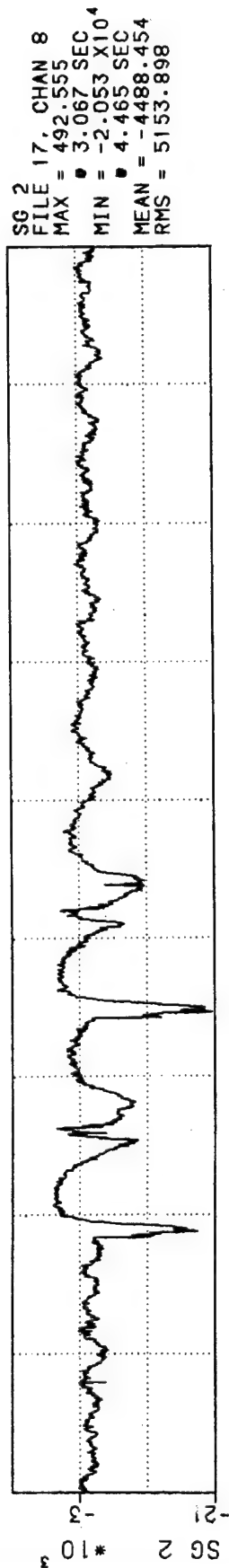
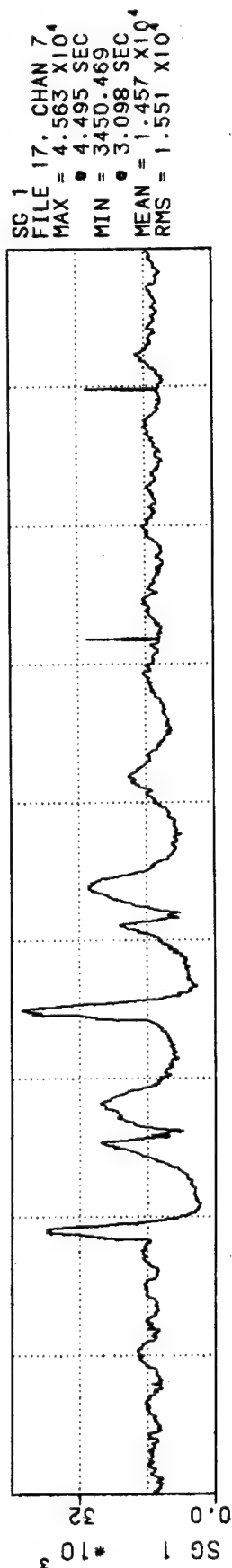
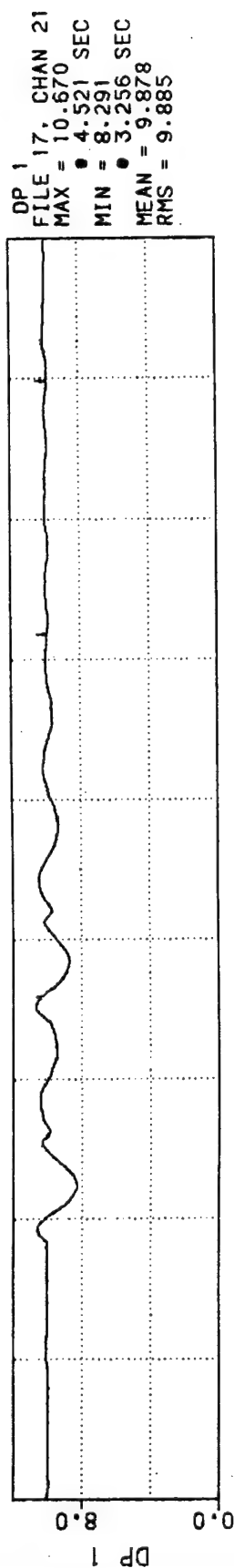
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 50 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

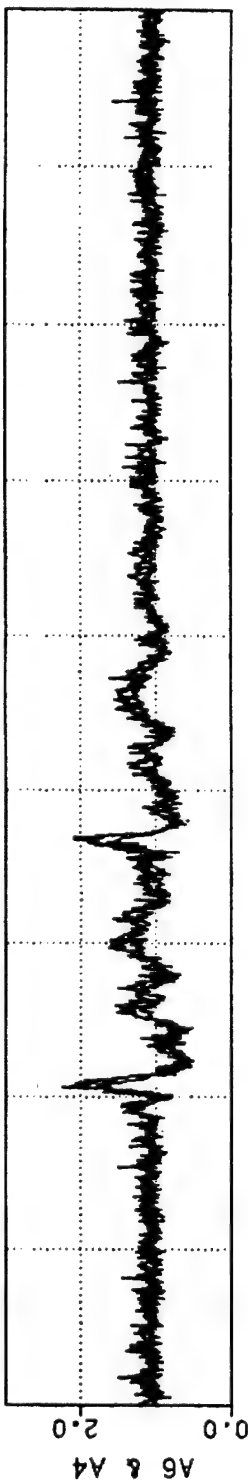
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



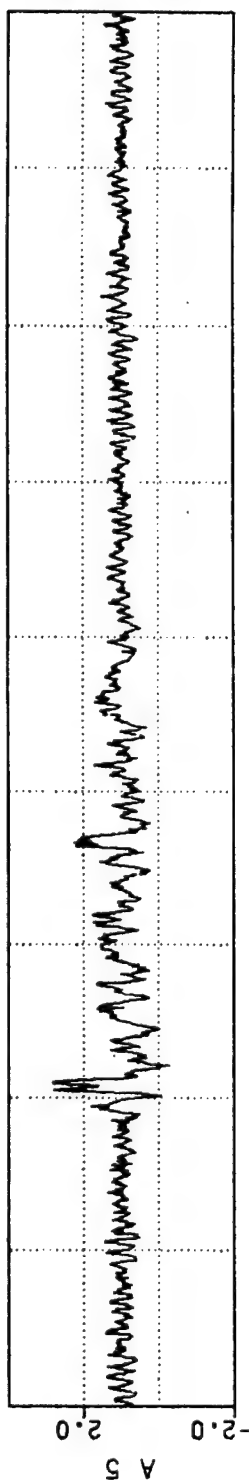
TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 50 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

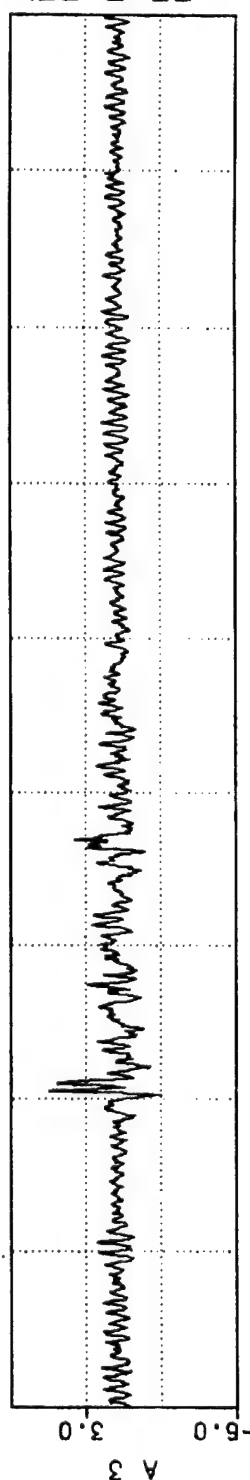
60 KNOTS : DOUBLE BUMP : HEAVY WEIGHT : 185 PSI NOSE TIRES



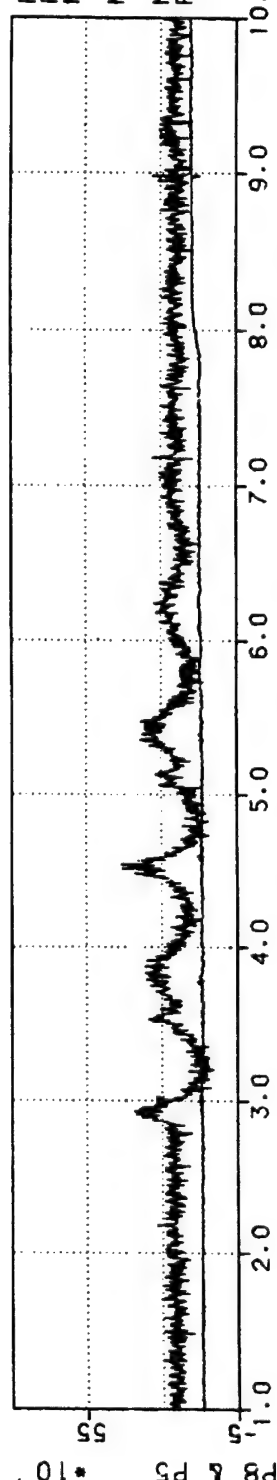
FILE 17, CHAN 6
MAX = 1.792
MIN = 0.535
MEAN = 1.038
RMS = 1.047



FILE 17, CHAN 5
MAX = 2.815
MIN = -0.281
MEAN = 0.968
RMS = 1.012



FILE 17, CHAN 3
MAX = 5.208
MIN = -1.528
MEAN = 1.089
RMS = 1.211



FILE 17, CHAN 20
MAX = 139.011
MIN = 84.122
MEAN = 101.073
RMS = 102.168

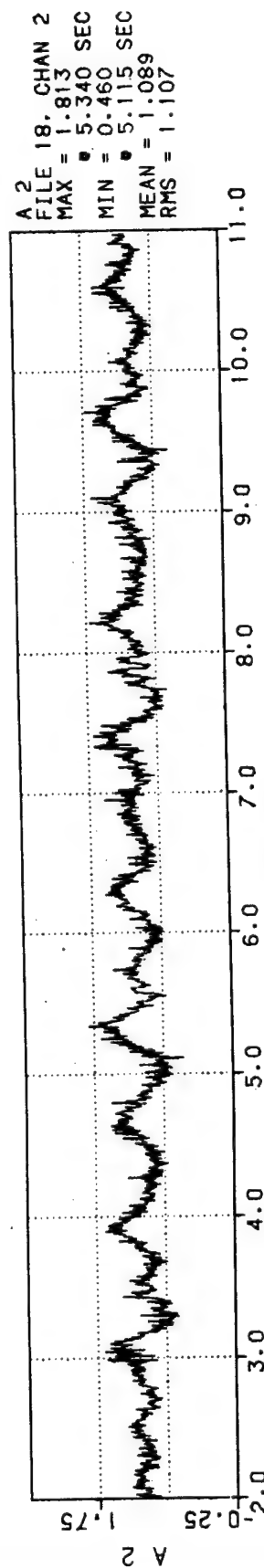
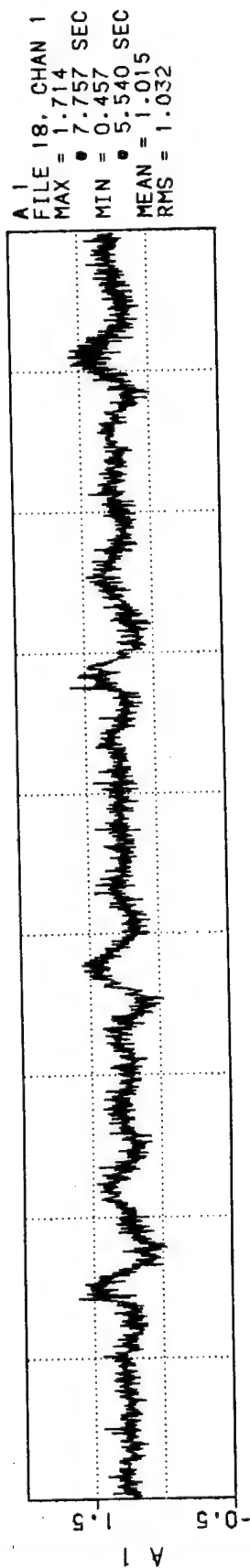
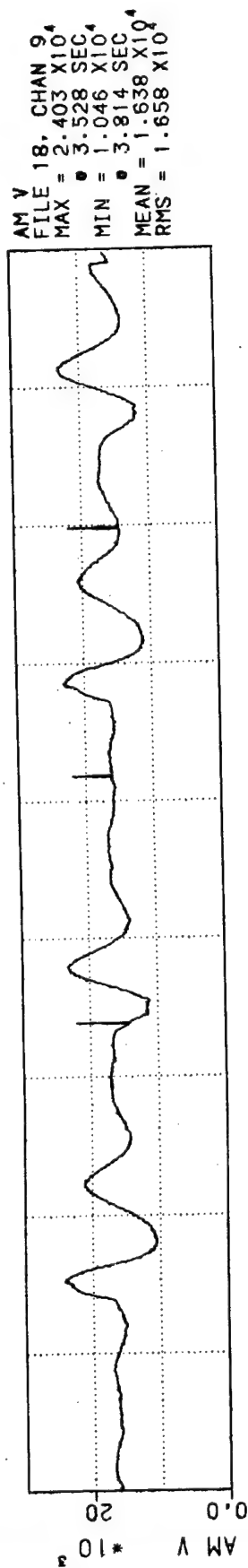
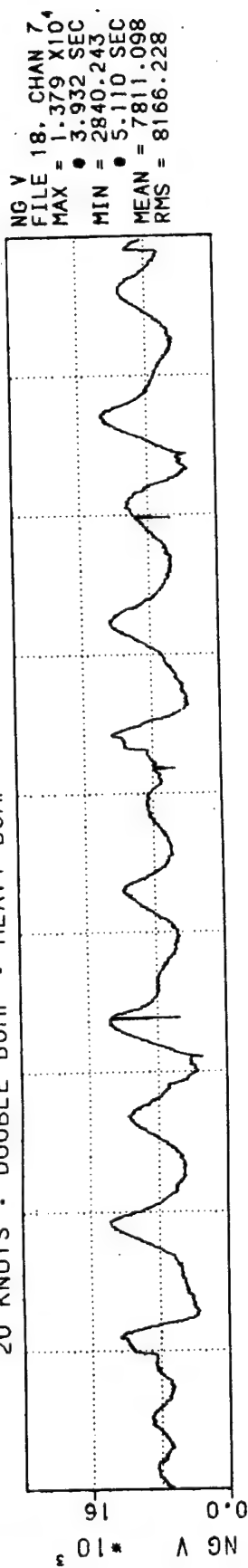
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 50 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

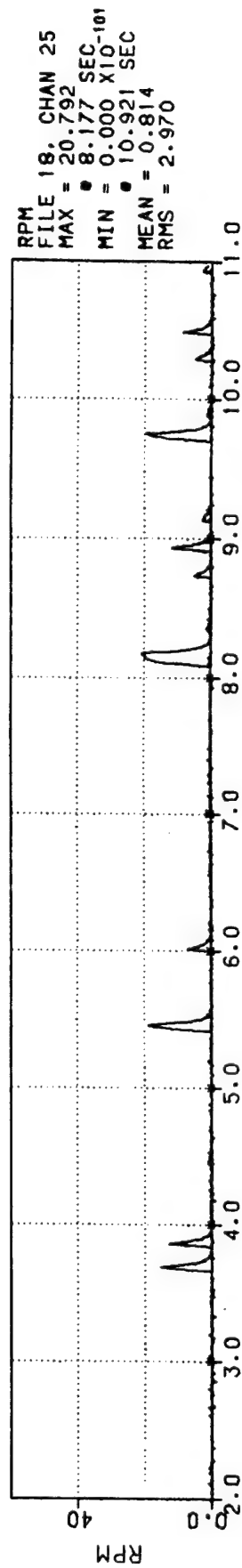
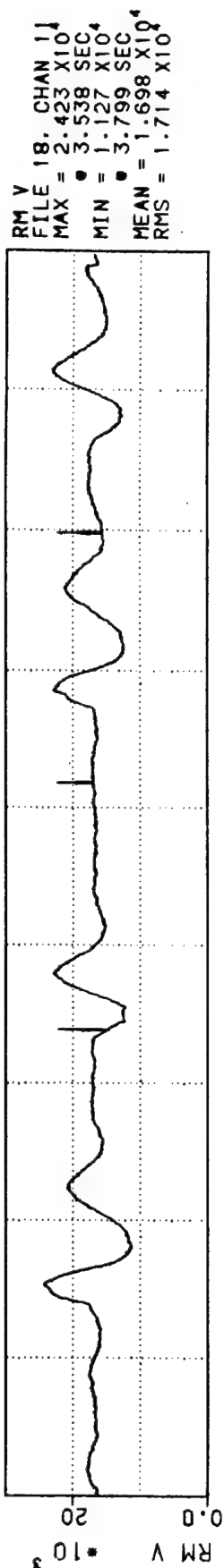
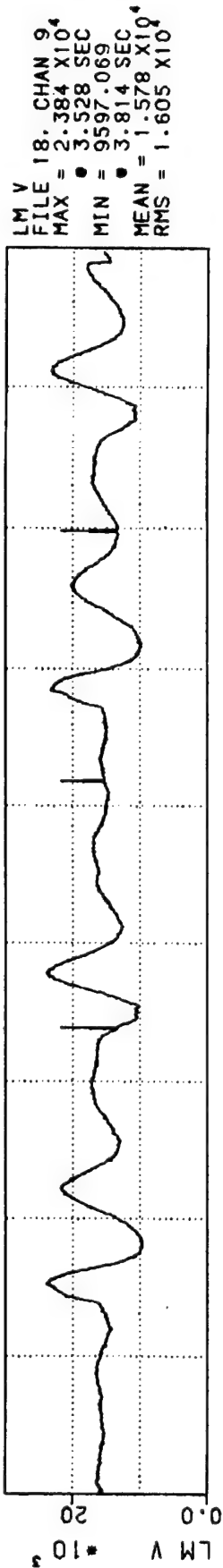
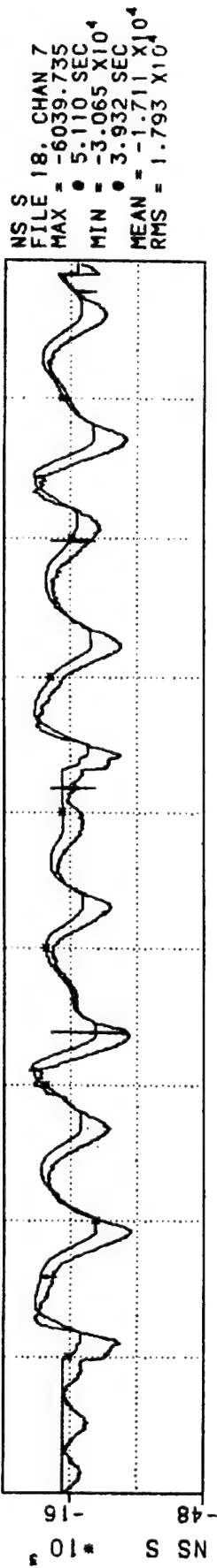
20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS
RUN NO. 51
PAGE NO. 1
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

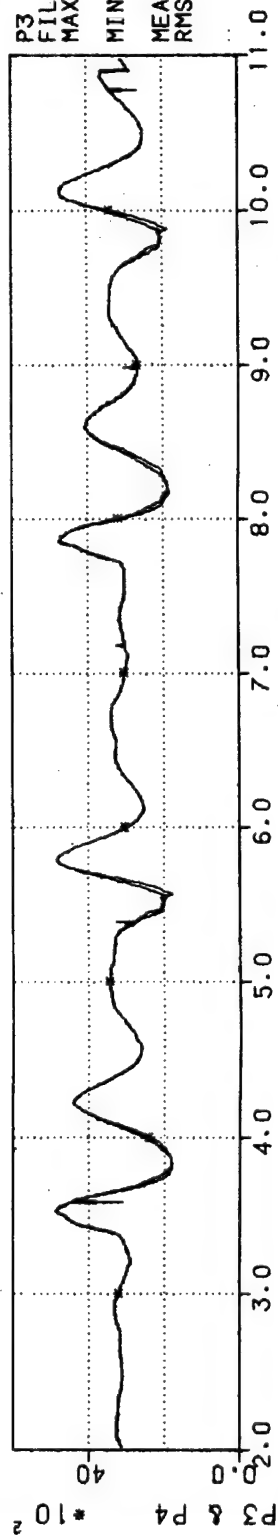
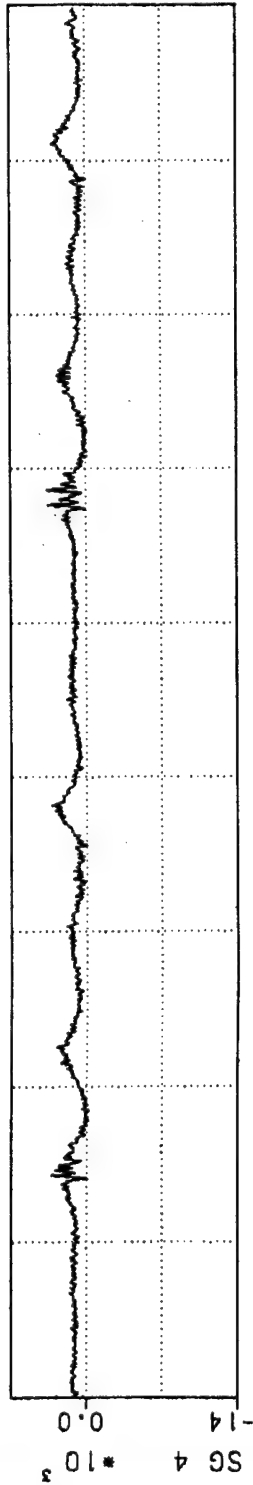
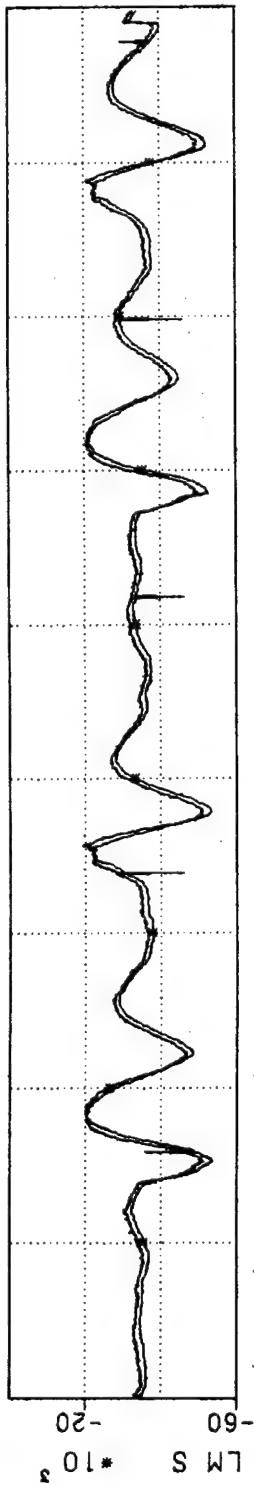
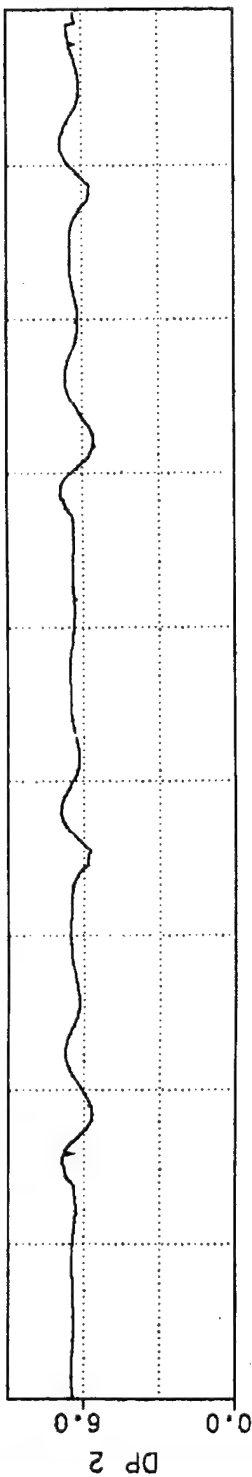
20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS
RUN NO. 51
PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP



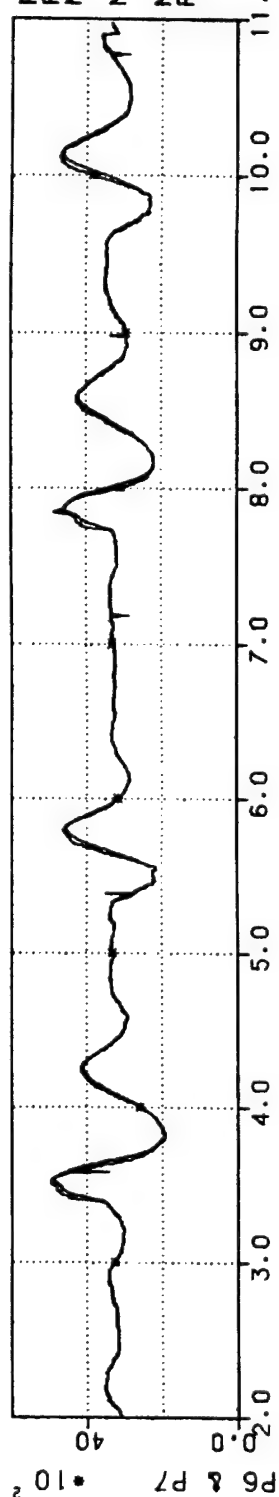
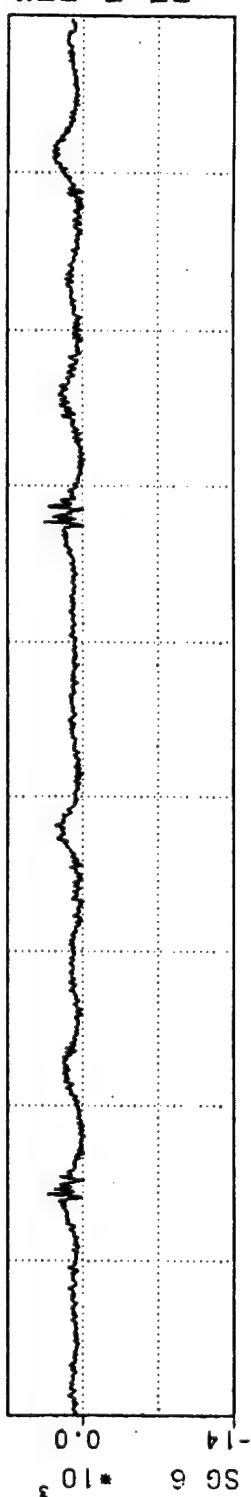
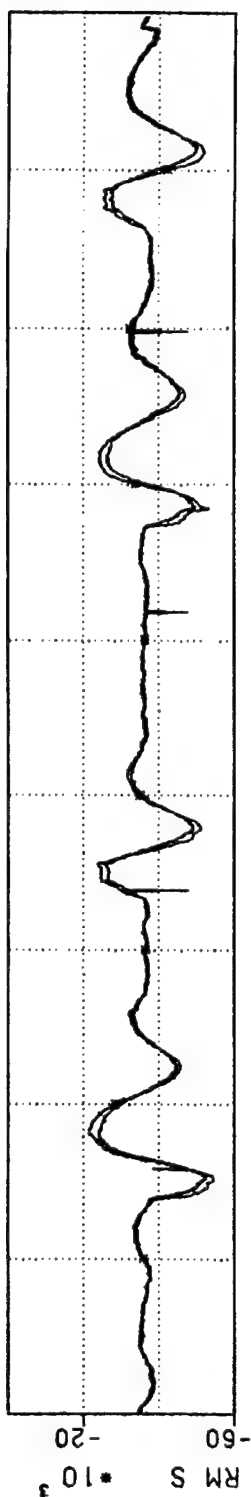
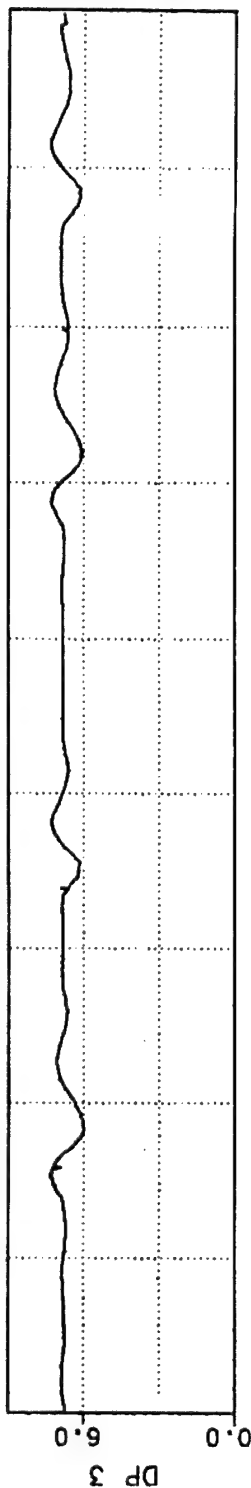
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 51 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS

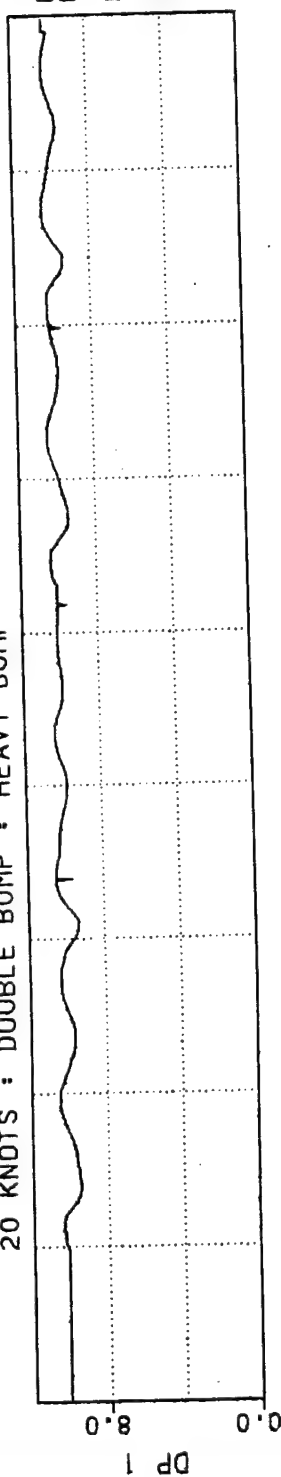
DELTA T (MSEC) = 5.120

RUN NO. 51 PAGE NO. 4

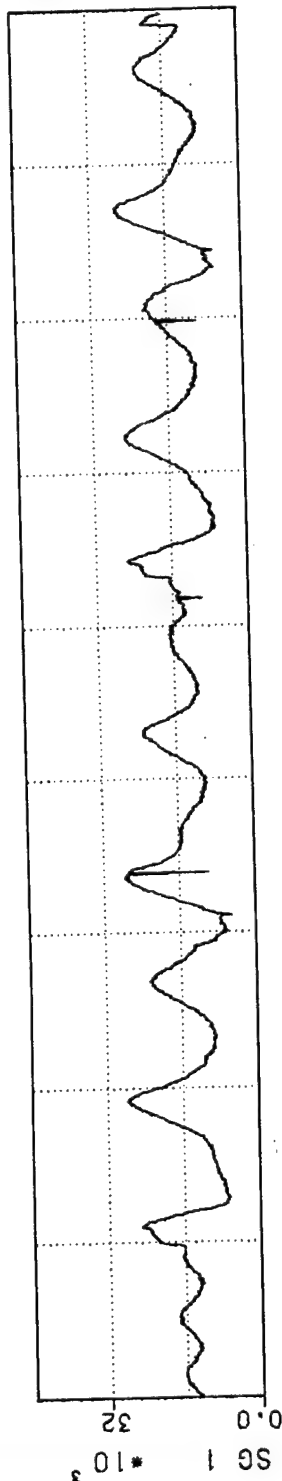
A-7D HAVE BOUNCE TEST: WHITEMAN AFB

20 KNOTS : DOUBLE BUMP : HEAVY BUMP

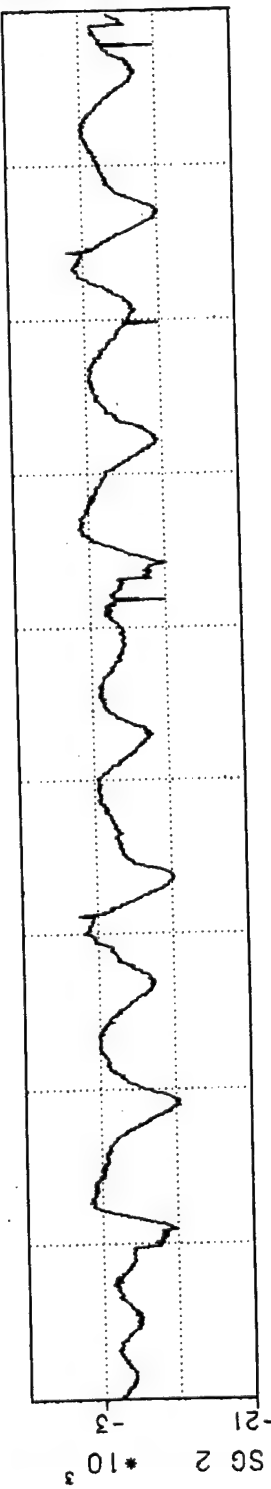
DP 1
FILE 18, CHAN 21
MAX = 10.489
• 3.937 SEC
MIN = 9.344
• 5.115 SEC
MEAN = 10.072
RMS = 10.076



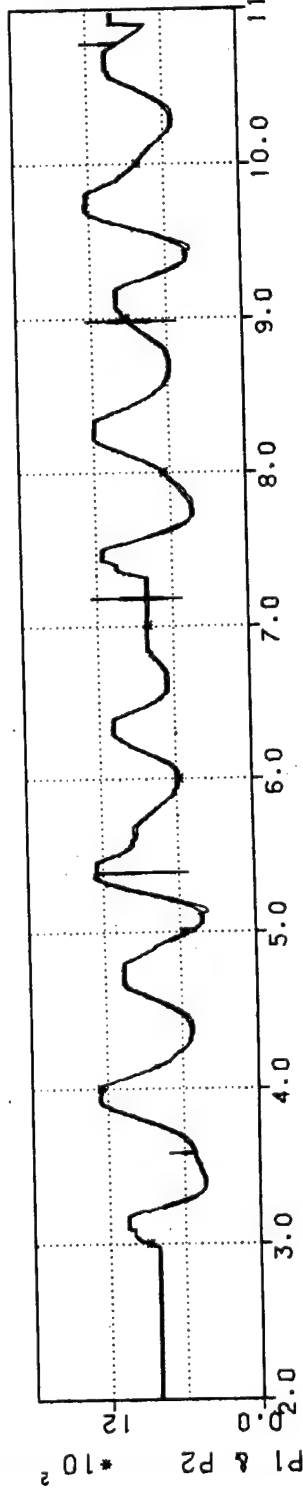
SG 1
FILE 18, CHAN 7
MAX = 2.765 X10⁴
• 3.932 SEC
MIN = 5006.133
• 5.110 SEC
MEAN = 1.506 X10⁴
RMS = 1.586 X10⁴



SG 2
FILE 18, CHAN 8
MAX = -706.711
• 5.115 SEC
MIN = -1.249 X10⁴
• 3.922 SEC
MEAN = -6013.163
RMS = 6511.344

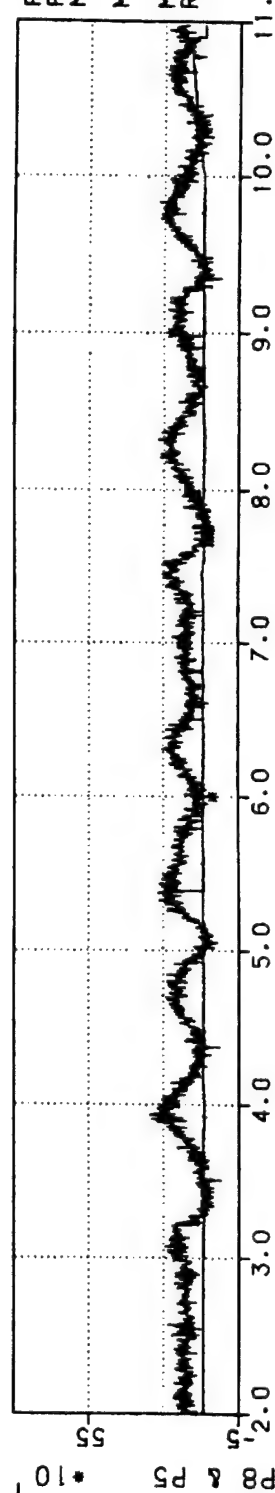
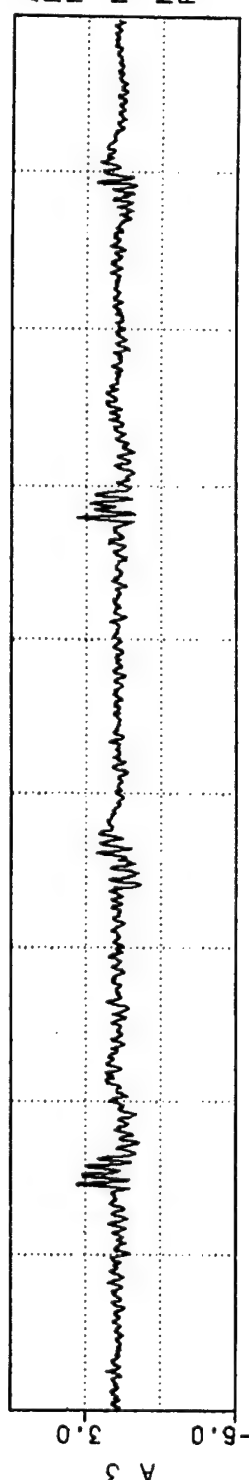
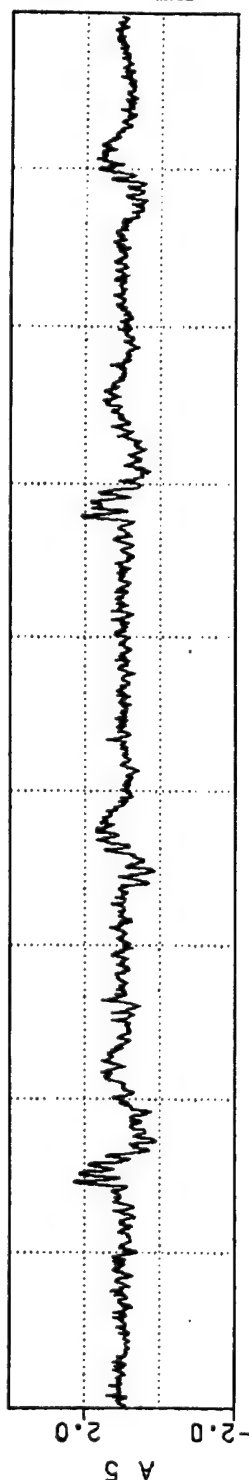
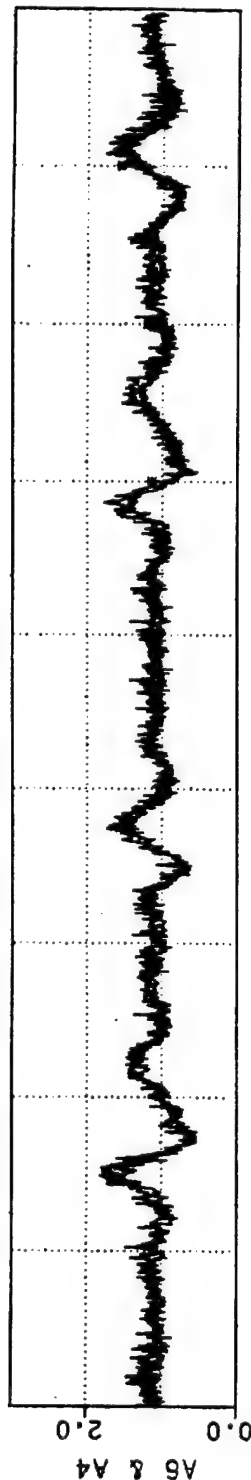


P1 & P2
FILE 18, CHAN 13
MAX = 1271.713
• 5.356 SEC
MIN = 415.737
• 5.115 SEC
MEAN = 821.098
RMS = 849.740



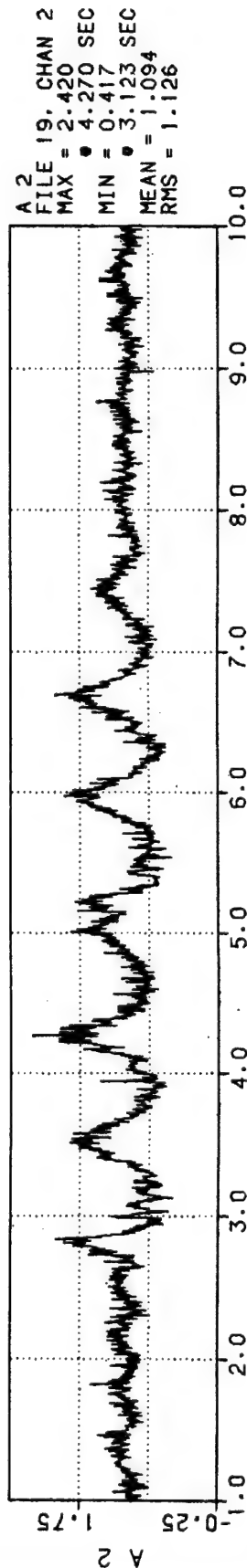
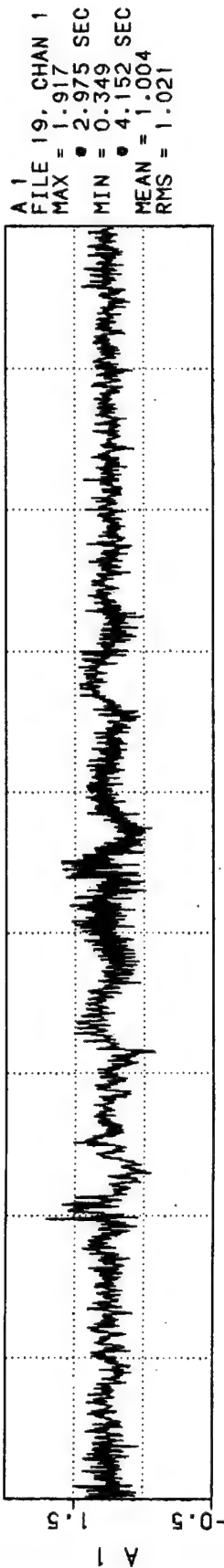
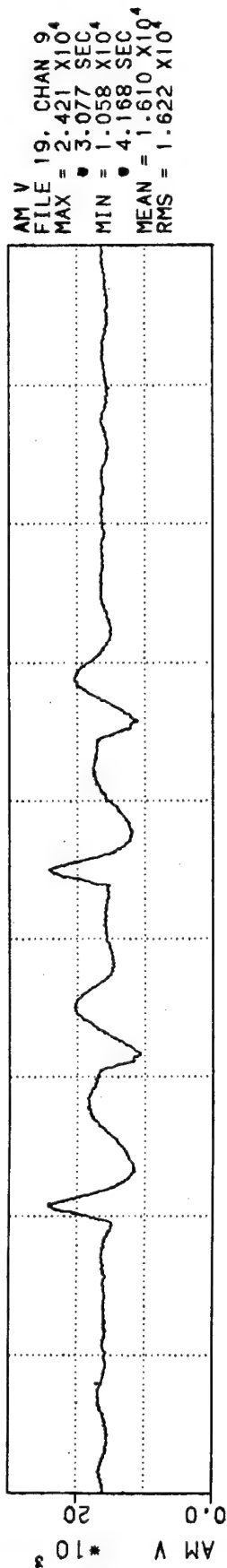
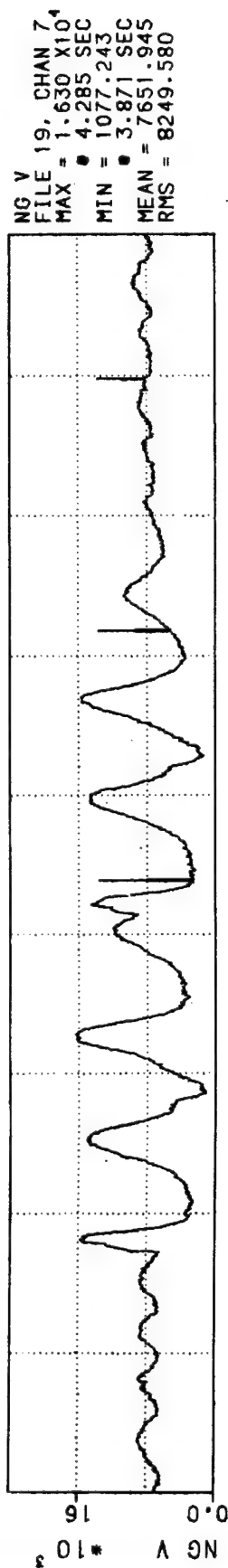
TIME - SECONDS
RUN NO. 51
PAGE NO. 5
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 20 KNOTS : DOUBLE BUMP : HEAVY BUMP



TIME - SECONDS
RUN NO. 51
PAGE NO. 6
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



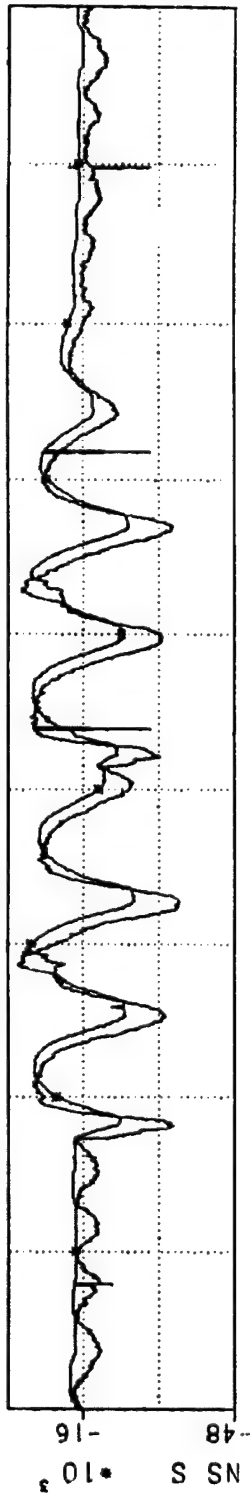
TIME - SECONDS

DELTA T (MSEC) = 5.120

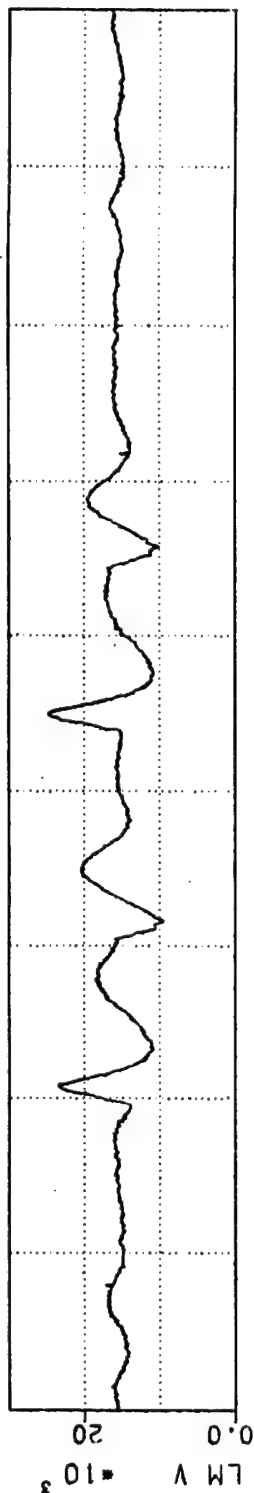
RUN NO. 52 PAGE NO. 1

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

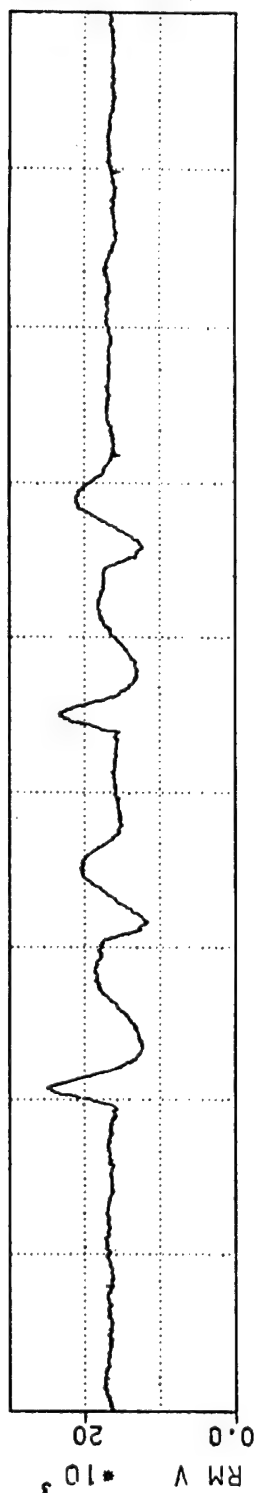
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



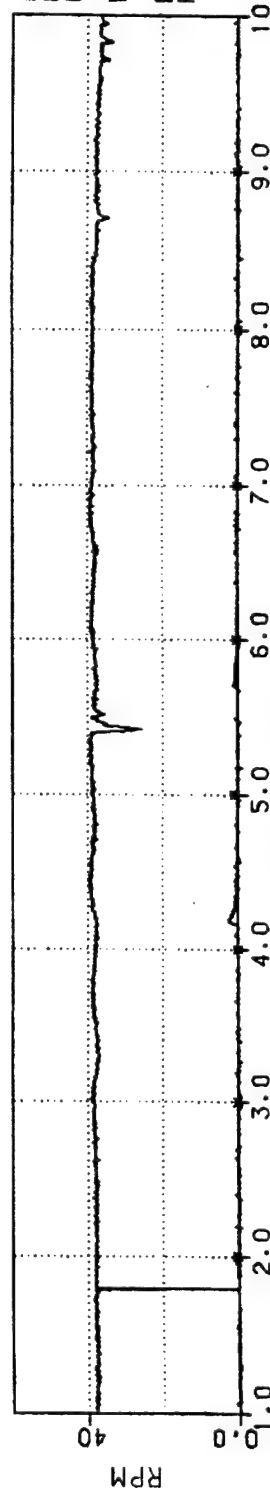
NS S
FILE 19, CHAN 7
MAX = -2265.271
MIN = -3.871 SEC
MEAN = -3.645 X10⁴
RMS = 4.285 SEC
RMS = 1.674 X10⁴



LM V
FILE 19, CHAN 9
MAX = 2.480 X10⁴
MIN = 5.504 SEC
MEAN = 9487.780
RMS = 4.168 SEC
RMS = 1.555 X10⁴



RM V
FILE 19, CHAN 11
MAX = 2.494 X10⁴
MIN = 3.077 SEC
MEAN = 1.167 X10⁴
RMS = 4.168 SEC
RMS = 1.666 X10⁴



RPM
FILE 19, CHAN 25
MAX = 39.798
MIN = 4.480 SEC
MEAN = 0.000 X10⁻¹⁰¹
RMS = 1.792 SEC
RMS = 38.078
RMS = 38.101

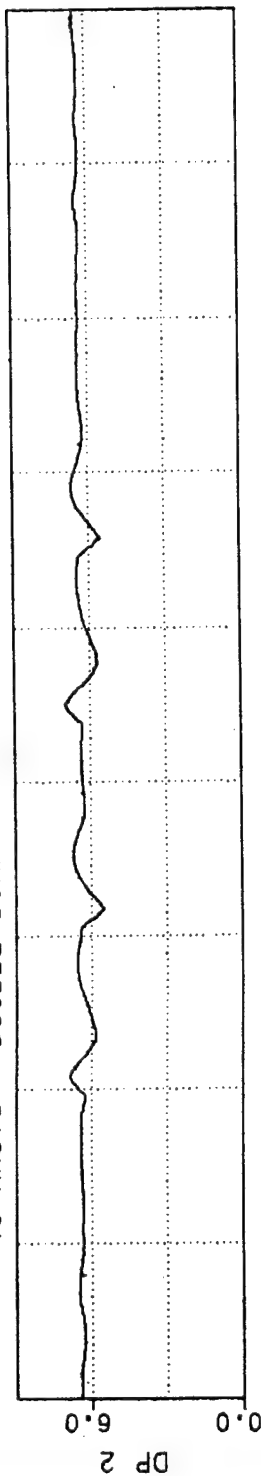
TIME - SECONDS

DELTA T (MSEC) = 5.120

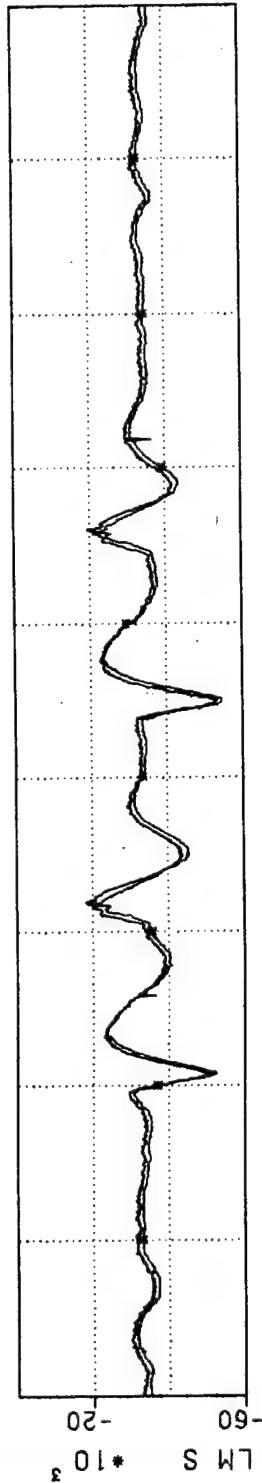
RUN NO. 52 PAGE NO. 2

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

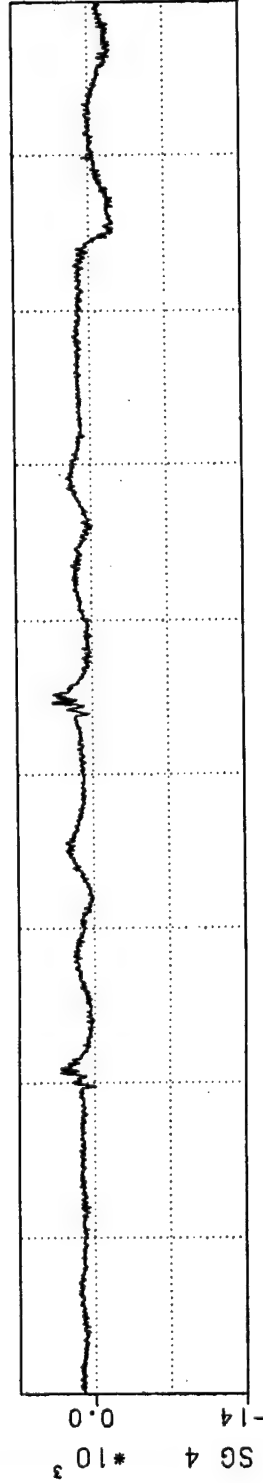
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



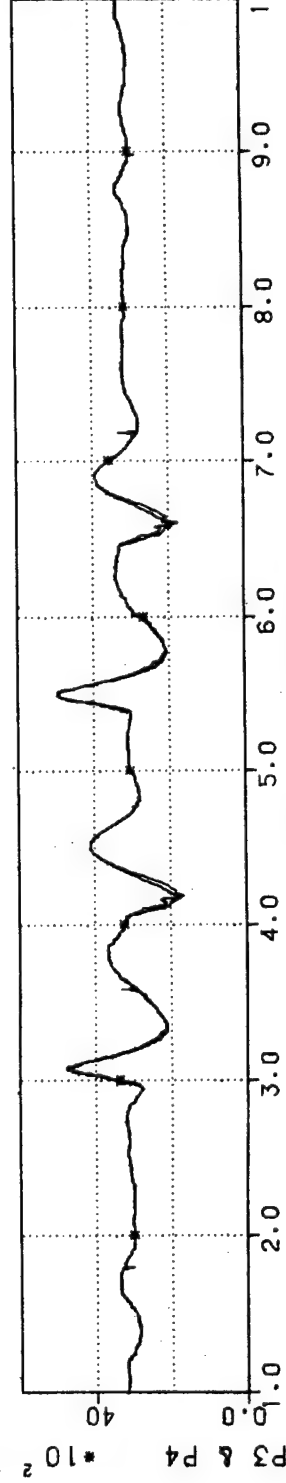
DP 2
FILE 19, CHAN 22
MAX = 6.957
MIN = 5.504 SEC
MEAN = 5.500
RMS = 4.178 SEC
RMS = 6.346
RMS = 6.349



LM S
FILE 19, CHAN 9
MAX = -1.985 X10⁴
MIN = -5.340 X10⁴
MEAN = -3.309 X10⁴
RMS = 3.340 X10⁴



SG 4
FILE 19, CHAN 10
MAX = 3668.172
MIN = -2287.297
MEAN = 744.790
RMS = 1184.491



P3 & P4
FILE 19, CHAN 15
MAX = 4946.397
MIN = 5.514 SEC
MEAN = 1761.257
RMS = 4.173 SEC
RMS = 3103.010
RMS = 3135.073

TIME - SECONDS

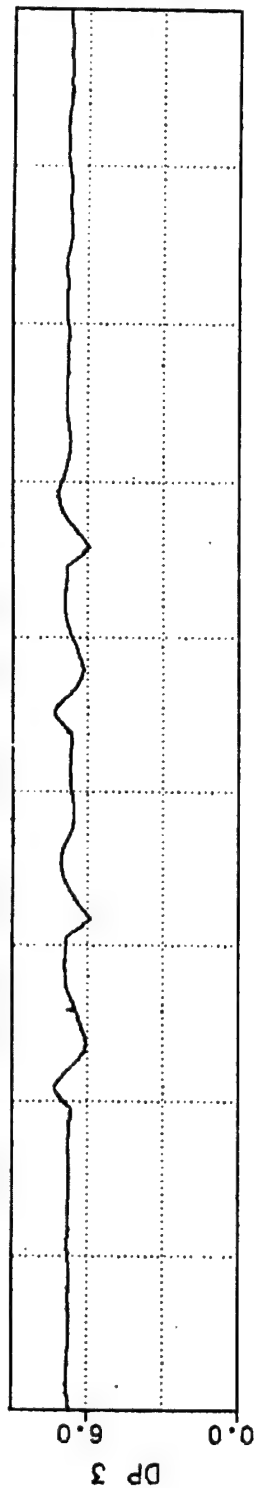
DELTA T (MSEC) = 5.120

RUN NO. 52

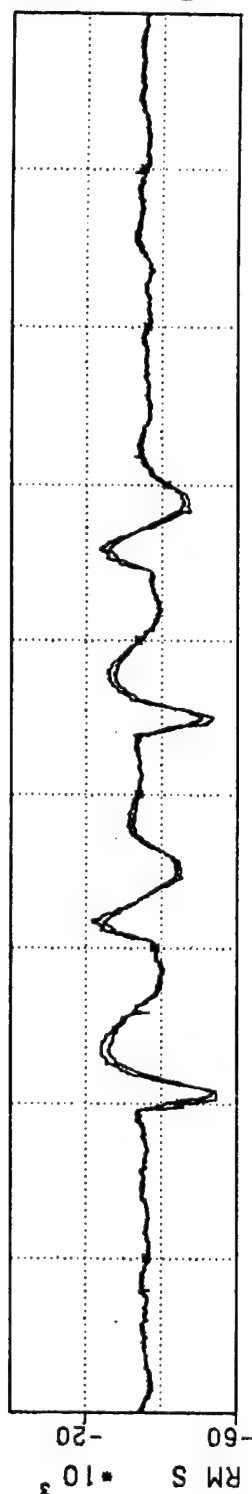
PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

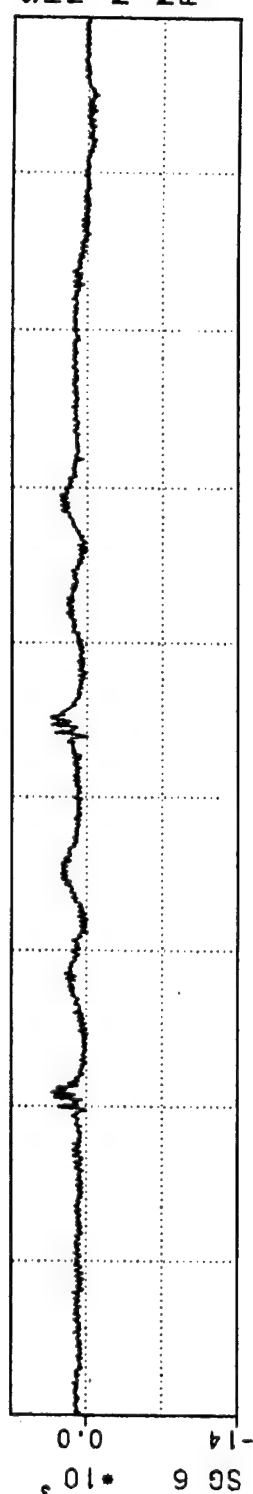
40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



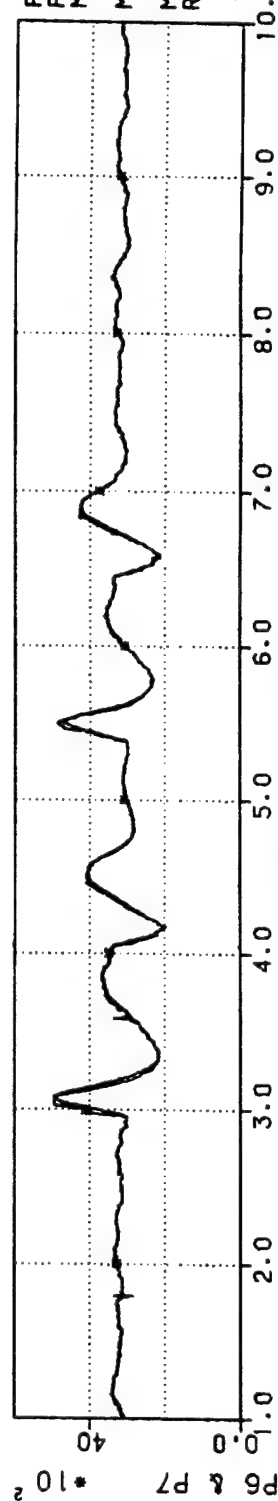
DP 3
FILE 19, CHAN 23
MAX = 7.330
MIN = 3.087 SEC
MEAN = 5.897
RMS = 4.173 SEC
RMS = 6.726



RM S
FILE 19, CHAN 11
MAX = -2.460 X10⁴
MIN = 4.168 SEC
MEAN = -5.409 X10⁴
RMS = 3.077 SEC
RMS = -3.571 X10⁴
RMS = 3.595 X10⁴



SG 6
FILE 19, CHAN 12
MAX = 3415.984
MIN = 5.519 SEC
MEAN = -985.453
RMS = 9.503 SEC
RMS = 811.762
RMS = 1012.668



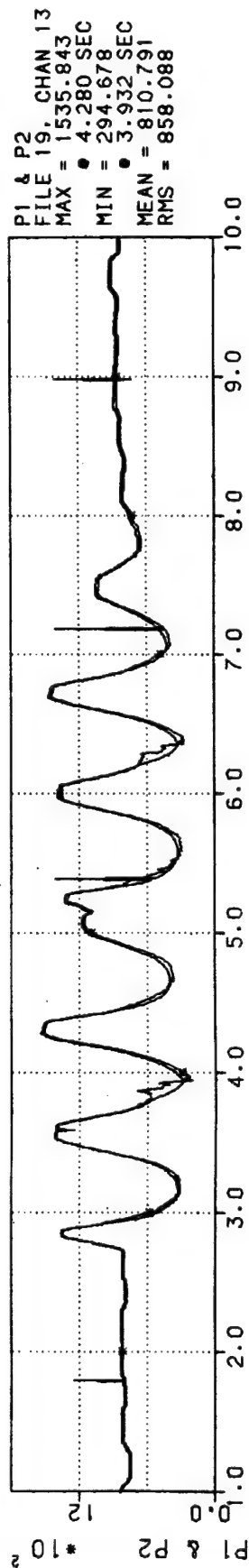
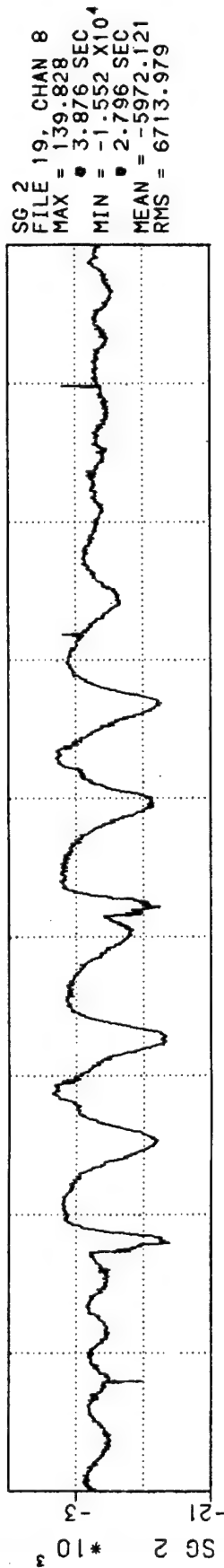
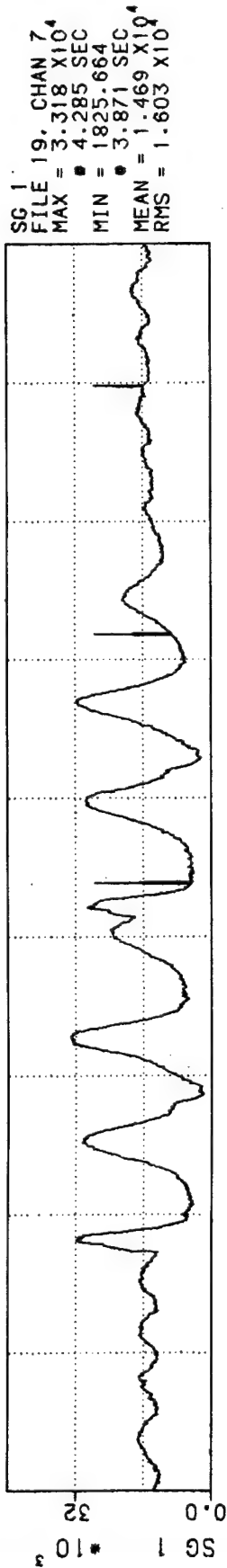
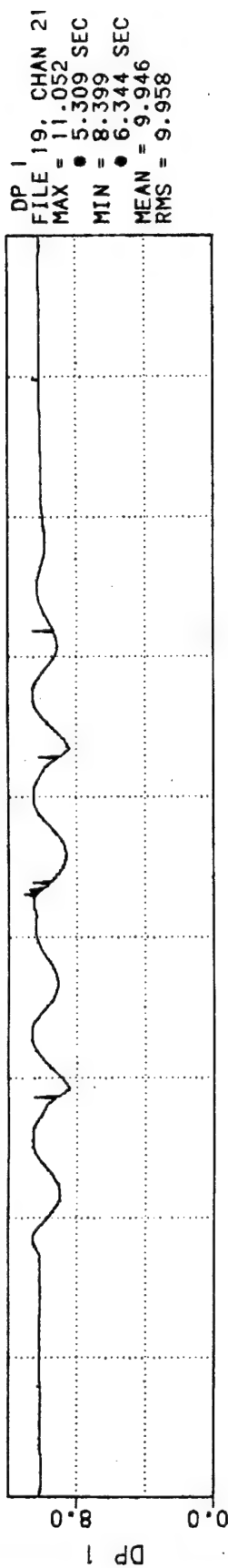
P6 & P7
FILE 19, CHAN 18
MAX = 4928.970
MIN = 3.087 SEC
MEAN = 1991.165
RMS = 4.173 SEC
RMS = 3197.903
RMS = 3226.115

TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 52 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



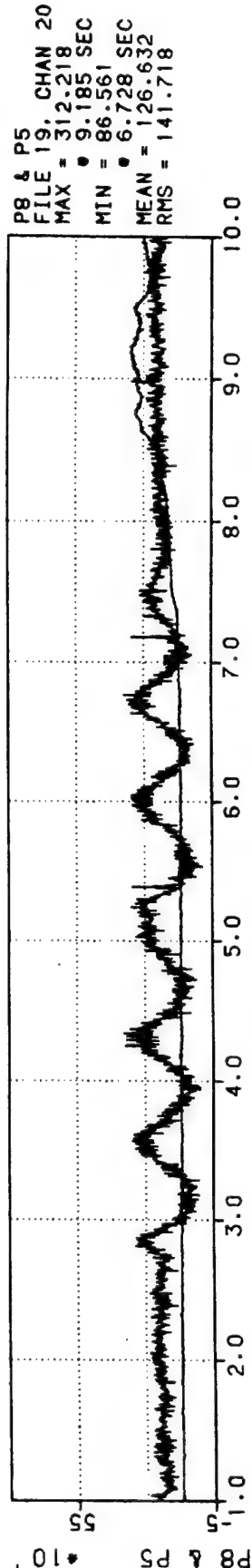
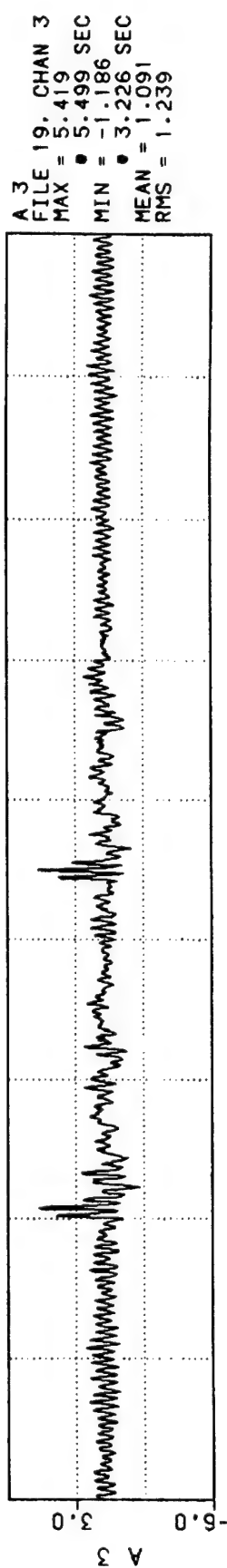
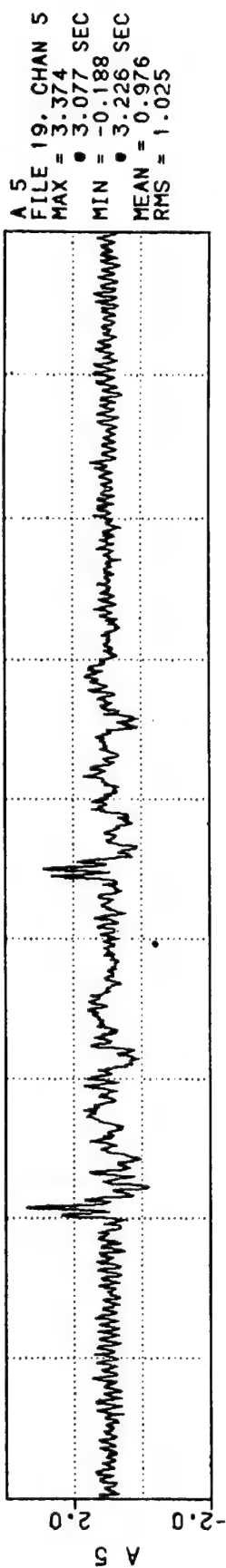
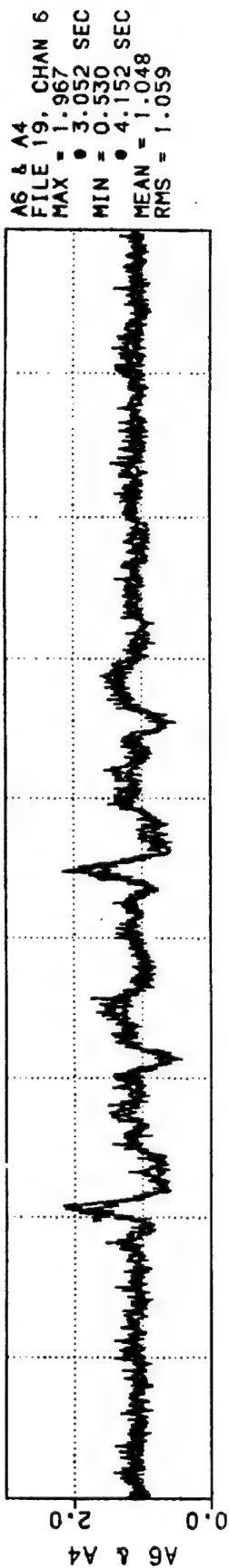
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 52 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

40 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

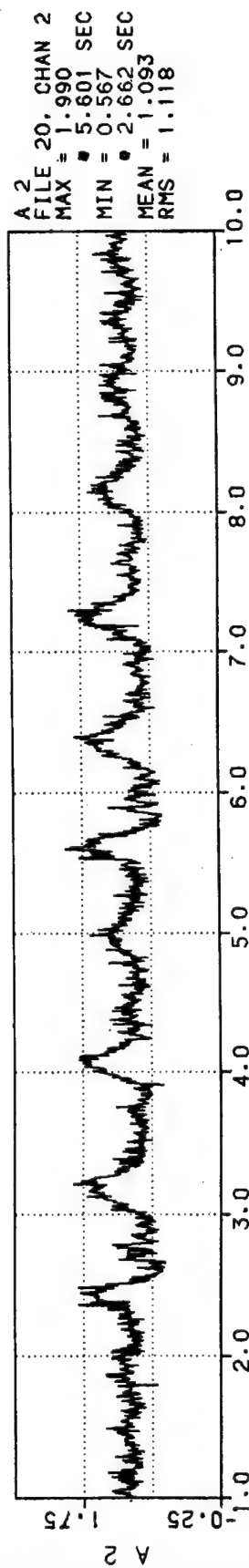
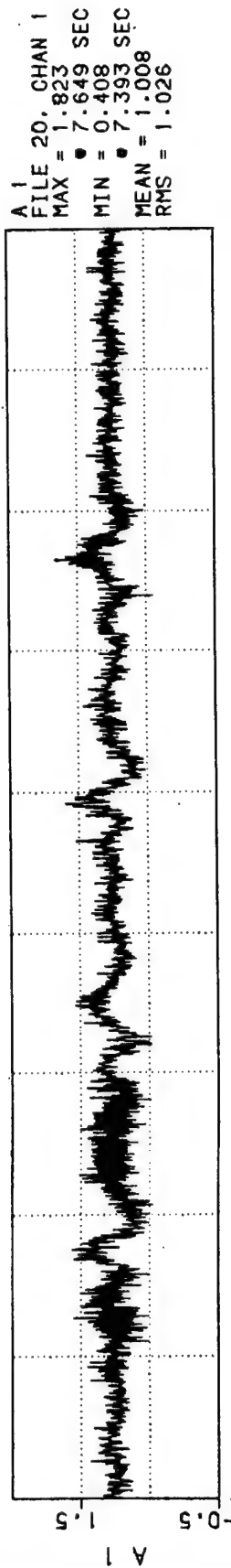
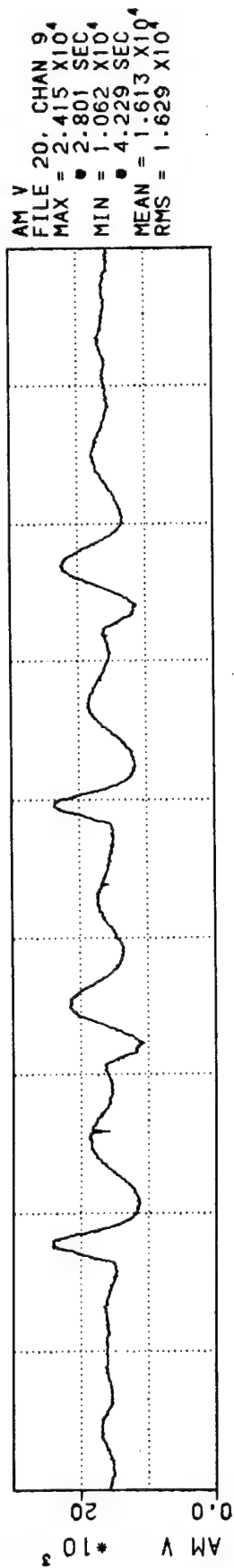
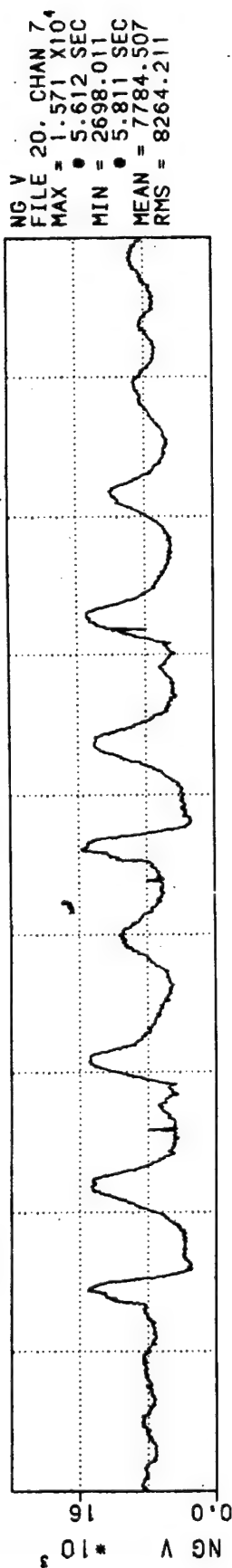


TIME - SECONDS

DELTA T (MSEC) = 5.120

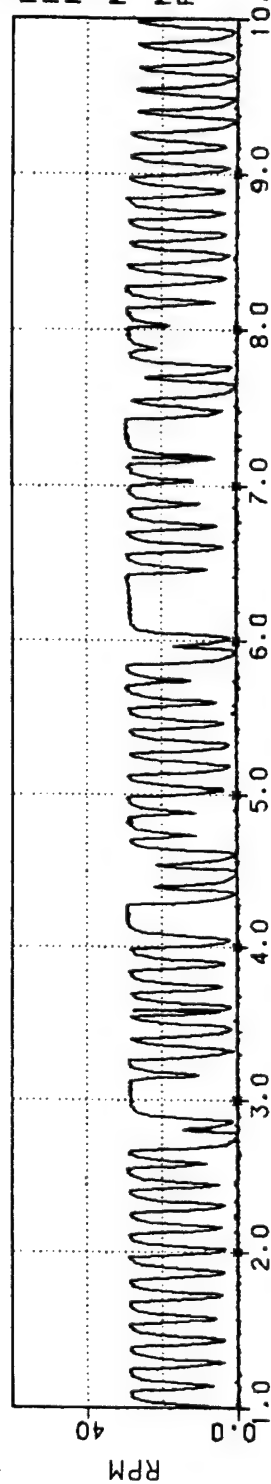
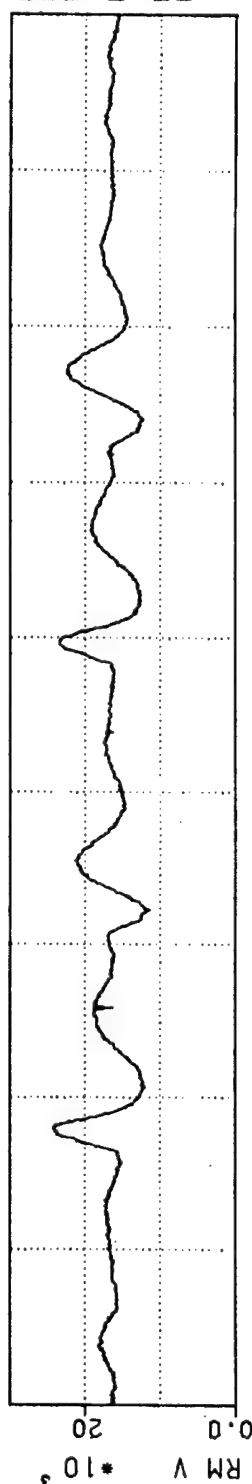
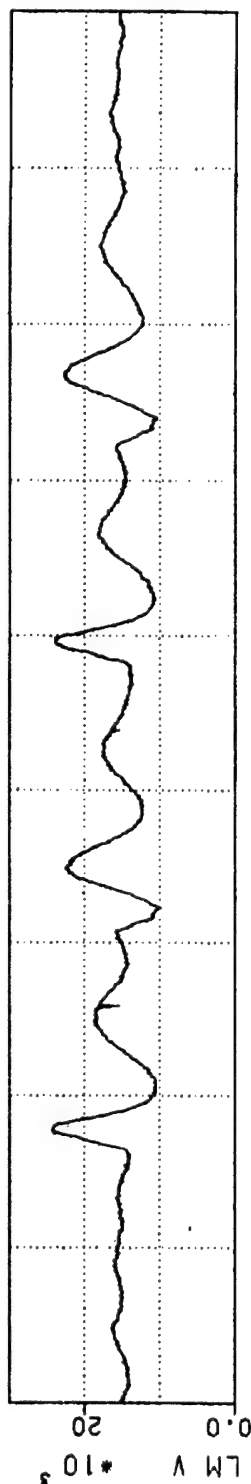
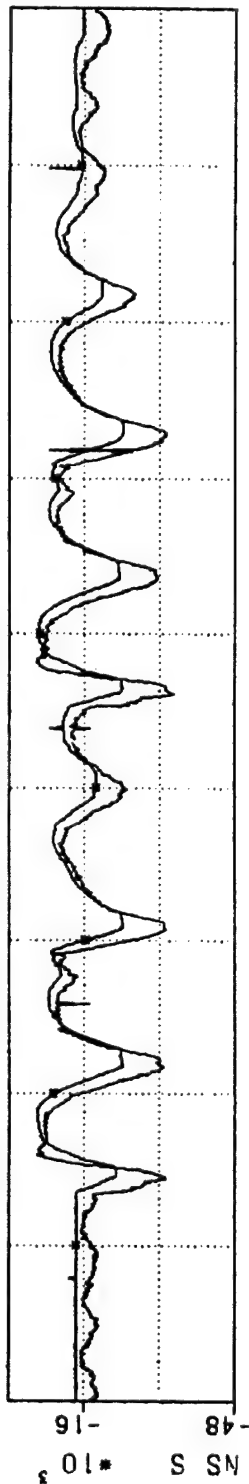
RUN NO. 52 PAGE NO. 6

A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 53 PAGE NO. 1

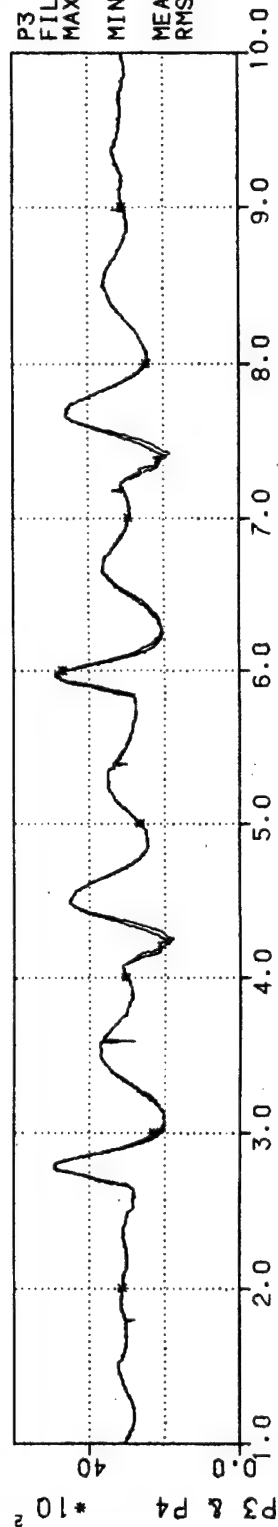
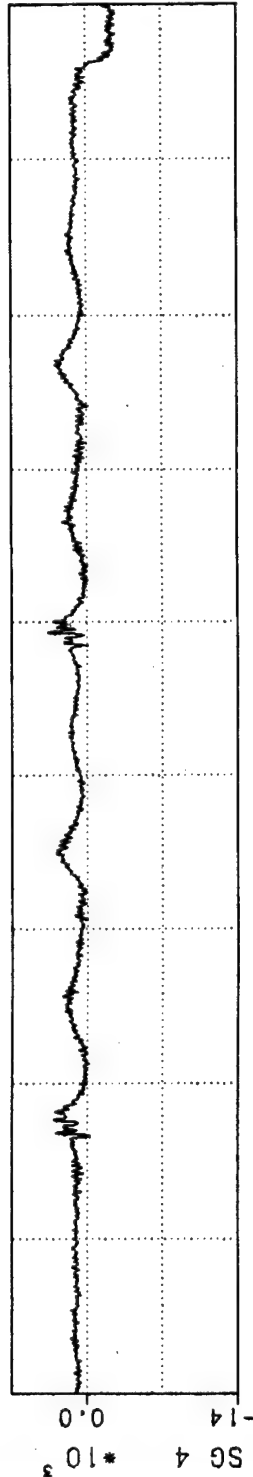
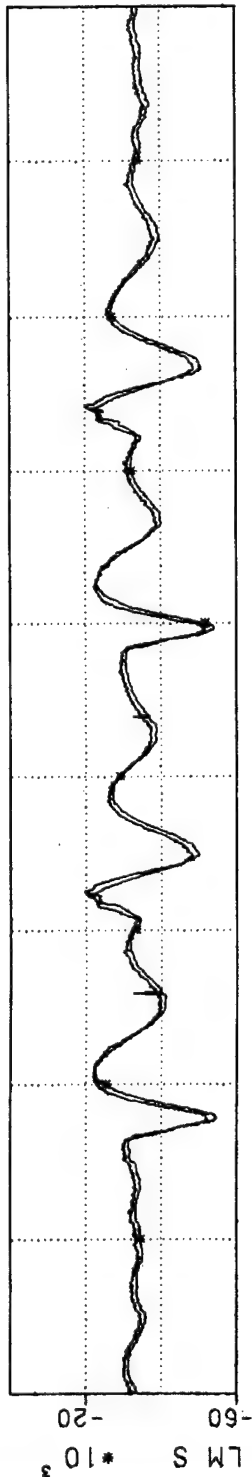
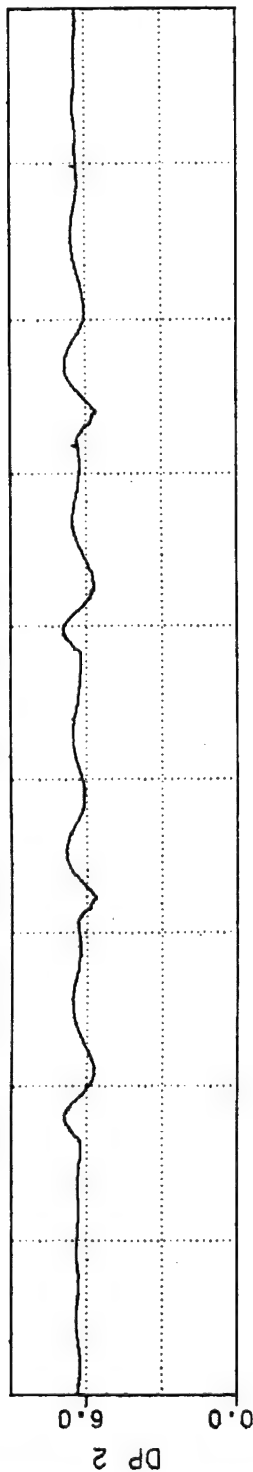
A-7D HAVE BOUNCE TEST: WHITEMAN AFB 30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
RUN NO. 53 PAGE NO. 2
DELTA T (MSEC) = 5.120

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

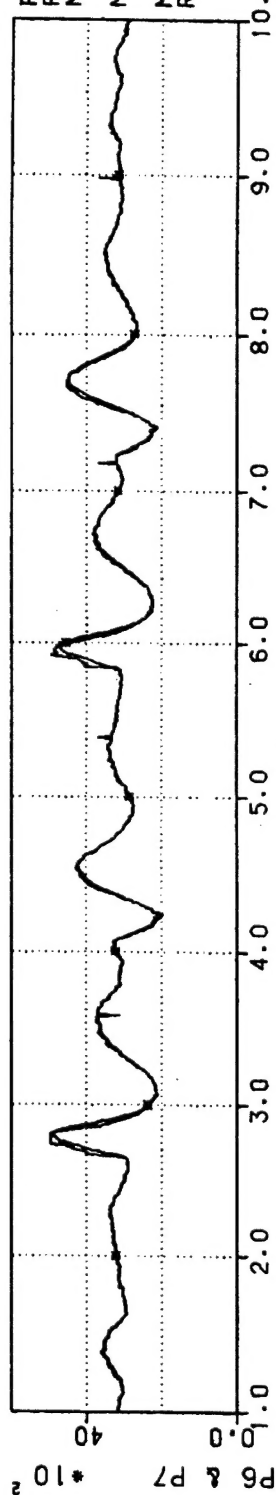
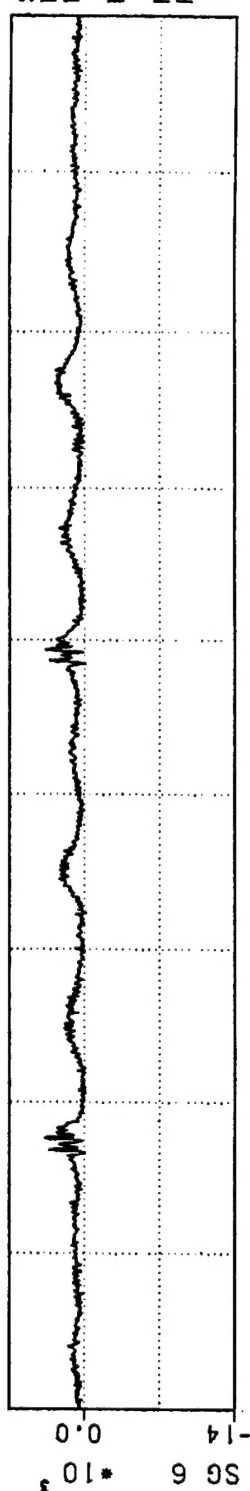
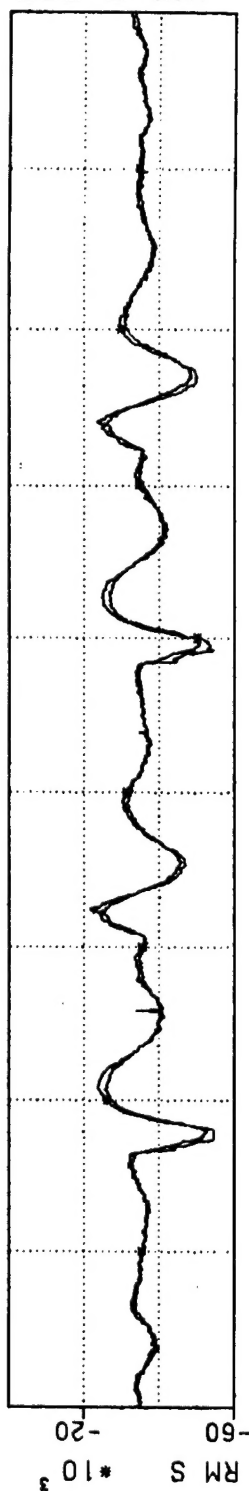
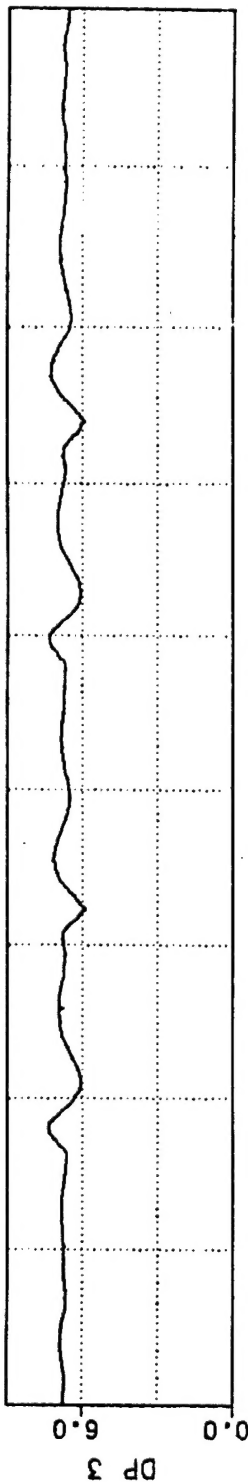


TIME - SECONDS
DELTA T (MSEC) = 5.120

RUN NO. 53 PAGE NO. 3

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



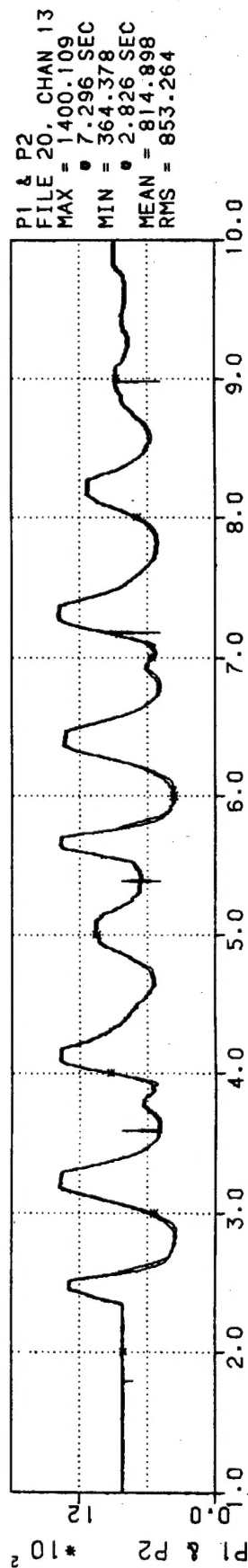
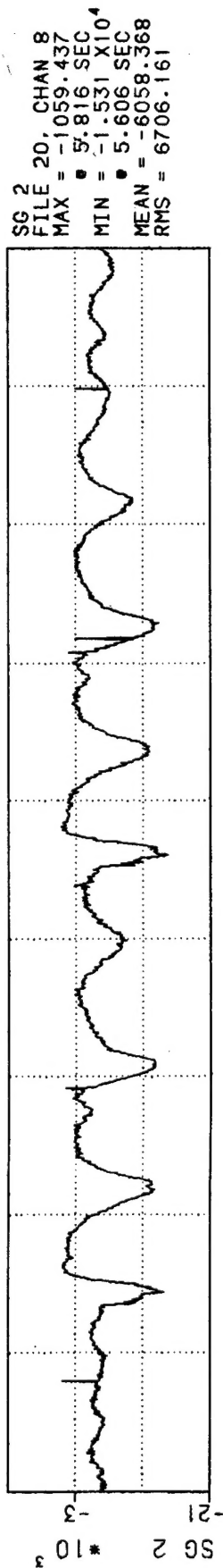
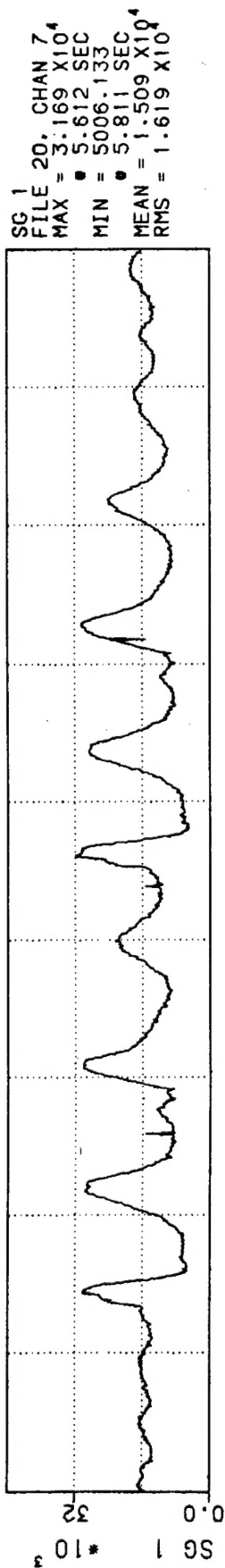
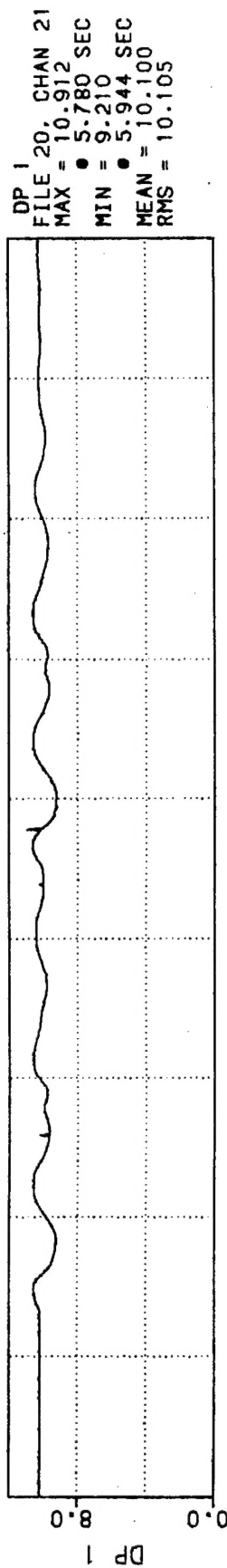
TIME - SECONDS

DELTA T (MSEC) = 5.120

RUN NO. 53 PAGE NO. 4

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT

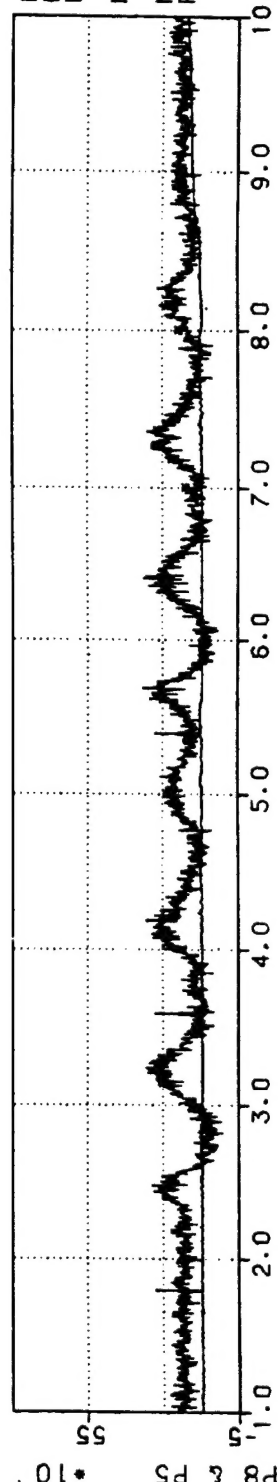
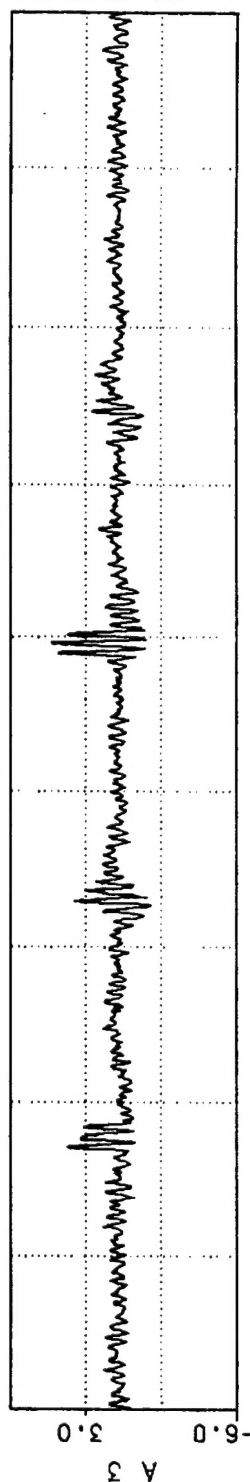
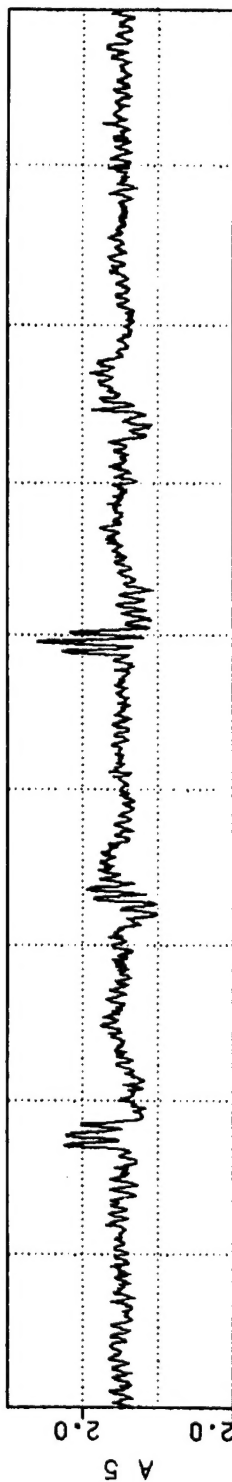
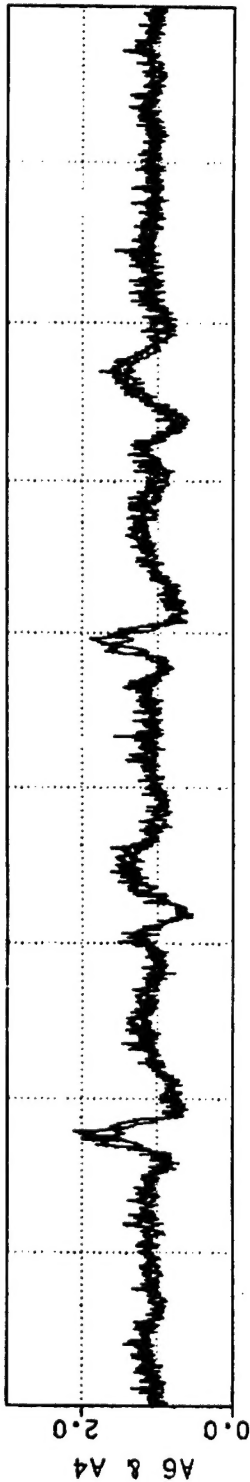


TIME - SECONDS
 DELTA T (MSEC) = 5.120

RUN NO. 53 PAGE NO. 5

A-7D HAVE BOUNCE TEST: WHITEMAN AFB

30 KNOTS : DOUBLE BUMP : HEAVY WEIGHT



TIME - SECONDS
DELTA T (MSEC) = 5.120
RUN NO. 53 PAGE NO. 6

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